

# STANDARD

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THE WORLD'S BEST DISINFECTANT  
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Dollar on Demand 1/10/13/16d  
Lighting up 1/10/13/16d  
High Water 1/10/13/16d  
Low Water 1/10/13/16d

We shall be proud to demonstrate to you what distinctive appearance and what remarkable performance. Buick can build into a six at a price within the reach of millions. The MARQUETTE—Built by Buick—will stand at the head of its price class as naturally as Buick leads its field.

THE DRAGON MOTOR CAR CO., LTD.

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53 Wong Nai Chung Road... Happy Valley.

## Bulls and Inners

From the Office Butts.

A reader says he's noticed that our taxi-drivers stick up for each other when the police are on their track. Rallying round the good old flag, as it were.

The road-repairing season will soon be in full swing. Sufficient market review, refers to Providence. Probably something in which investors may put their trust.

In the Gaol's new Linotype can do the work of twenty compositors, the Government will be able to release at least nineteen convicts.

To the Legislative Council members. Trudge it.

The unofficials strong against The budget. They judge it.

And smudge it. In the ribs they cruelly nudge it.

But did you think that they could. Budge it?

What a hope! Yawning is beneficial to the health, according to a scientist per catty one has to pay!

Officials deny that there's been any delay over the Shing Mun scheme. Of course, not only arrested progress.

It would be a good thing for some husbands if their wives were sufficiently superstitious to give up bridge because it's unlucky to hold thirteen cards.

It would seem that the iron sides are not so rusty after all.

Proud Parent: What kind of a man is this fiance of yours? Prudence (his daughter): Well, he says he has always wanted a home.

Proud Parent: That sounds good. Prudence: And he likes our girls very much.

How dare an unofficial, Make suggestions prejudicial, When he's a superficial Sort of creature?

He should never criticize, Nor presume that he is wise, For that's solely an official's private feature.

He should have no doubt whatever! That the Government is clever, And it rarely, if not never, Makes a blunder.

For though he may know best, To get it off his chest, Is as futile as to try and stop the thunder!

Judging by Mr. Hamilton's remarks on Wednesday, the local equivalent of the advice attributed to Melba would seem to be: "Sling 'em truck!"

The Government complains that it can't make bricks without straw. What about placing a few contracts with the Cement Company?

According to a contemporary pamphlet was the coeval of the modern newspaper. Which reminds us that the steam engine was also coeval with a lot of other hot air!

The Chinese who attempted to commit suicide by swallowing a chopstick was nearly tickled to death.

Thanks to Unofficial opposition, the Salkung Road will not be a one-way thoroughfare.

According to the official viewpoint, the Salkung Road will provide Kowloon people with access to their own Peak District.

When Kowloon has its Peak And reaches heights more cooling.

No more will Hongkong speak in terms of scorn and fooling. For high up on the heights, Mid-sky ridge grassy.

The residential sites will surely be more class. But the coolness of the climate may prove an empty robe. They'll surely have to climb it, if there ain't no tram and cable.

It was stated during the Budget debate that Government officials don't like the Gaol. Because of its association with hard labour we presume.

Horace:—Yes, it's easy to write for the Press. All you have to do is to take the twenty letters of the alphabet and arrange them in convenient groups.

## PRIME MINISTER SAILS FOR U.S.

### REMARKABLE SCENES AT WATERLOO.

### HIS MAJESTY'S MESSAGE OF GOODWILL.

### AN ARTICLE OF FAITH.

London, Sept. 28. Mr. Ramsay MacDonald, the Prime Minister, has sailed for the United States aboard the Cunard liner Berengaria. He was given an amazingly enthusiastic send off.

His Majesty the King last night addressed a Message to the Prime Minister as follows:

"On the eve of your journey, I wish you Godspeed. It is a departure that must be surrounded with good wishes for it is a contribution to those happy relations between two great peoples, which must be an article of faith among all men of goodwill."

Premier's Reply.

Mr. Ramsay MacDonald replied: "With my humble duty to Your Majesty, I am deeply grateful for Your Majesty's gracious and kindly thought in sending me good wishes for my journey, which indeed I trust will be a fruitful innovation."

Mr. Ramsay MacDonald also telegraphed to Ottawa thanking Mr. Mackenzie King, the Premier of the Canadian Government, for the arrangement made for his visit to Canada.

Narrowing Atlantic.

There were most remarkable scenes at Waterloo Station, the terminus of the Southern Railway, last night, when Mr. Ramsay MacDonald, accompanied by Miss Isabel MacDonald and members of his party, boarded the 8.20 p.m. boat-train for Southampton.

"I am off in the hope of being able to do something to narrow the Atlantic," said the Premier, in the course of a brief interview which he accorded to Pressmen on the platform.

He went on to emphasize once more that he did not expect that his visit to President Hoover in Washington would lead to spectacular developments as the result of continued negotiations.

Ending the Deadlock.

Mr. MacDonald pointed out that before any real progress in naval disarmament was possible, it would be necessary for London and Washington to devise a means of terminating the deadlock between them which has arisen at the Naval Disarmament Conference at Geneva in 1927.

He said he much wanted to see President Hoover and other leading American public men as so much work, quite apart from the direction of naval disarmament, required to be done in co-operation between Great Britain and the United States.

Mutual Understanding.

If this desire was to become fact, mutual understanding and confidence was essential. He ventured to think that personal acquaintance and friendship was most likely to lead to that mutual understanding and confidence between nations.

Mr. Ramsay MacDonald was accorded a wildly enthusiastic send-off from his supporters at Waterloo and there were also present leading members of other political parties to wish him success.—Reuter.

The Royal Observatory reports that an anticyclone is situated in the Pacific to the east of Tokyo. A weaker anticyclone extends from Tongking to the Yangtze. A depression is crossing South Manchuria on an easterly track, and a typhoon is about 300 miles east of North Formosa, moving north-westwards. The forecast till noon is:—East or variable winds, moderate; fair.

### CHINKIANG AFFAIR SETTLEMENT.

### ANGLO-CHINESE COMMISSION TO BE APPOINTED.

### ANGLO-SOVIET PARLEY

London, Sept. 27. Mr. Arthur Henderson, the Foreign Secretary, and M. Dovgalevsky, Soviet Ambassador to China, who has been appointed to discuss the procedure for the resumption of diplomatic relations between the British and Soviet Governments, conversed for approximately two hours at the Foreign Office to-day.

It was later announced officially that the conversation had resulted in an agreement upon the list of subjects to be settled by negotiation on the resumption of full diplomatic relations, including the exchange of Ambassadors.

Mr. Henderson has also been dealing with important Anglo-Chinese matters, and it is understood that an agreement has practically been reached between the British Government and the National Government of China as regards the procedure for dealing with the claims of British nationals at Chinkiang, arising from incidents in 1927 when the "small residue" of the foreign population was obliged to live on bulks and launches owing to the fact that the British Concession was entirely occupied by Chinese troops.

One Chinese and one British Commissioner will be appointed to deal with the matter.—Reuter.

### RIVER STEAMER MISHAP.

### "TUNG ON" COLLIDES WITH TRADING JUNK.

### ONE MAN DROWNED.

On her way down from Canton last night, the s.s. Tung On collided with a trading junk in the vicinity of Capsulimun. The junk was struck amidships, the impact throwing three Chinese on the junk into the water.

Life-belts were thrown from the Tung On, and the boats were lowered. Two of the three persons struggling in the water were rescued, but the third man was not seen again.

The Tung On returned to Hongkong with the rescued persons and other passengers transferred from the junk, which was in a more or less water-logged condition. The crew, however, remained on the boat to bail the water out.

The passenger who is now believed to have been drowned is a shipping runner, who lived at the insurgen.

Canton Tension.

Canton, Sept. 27. Little news can be gathered here regarding the movements of General Chang Fat-kwei and his Ironsides, who are reported to be marching south with Canton as their objective.

Many rumours are abroad, but in all cases confirmation is entirely lacking. There is undoubtedly a slight nervous tension in official circles, but no signs of anything amounting to a panic.

General Chan Chai-tong, Military Governor of Kwantung and Commander-in-Chief of the Canton Garrison, is said to look upon General Chang Fat-kwei as no friend, whereas His Excellency, General Chan Ming-shu, Civil Governor of Kwangtung, is well known to be a staunch supporter of President Chiang Kai Shek and the Central Government in Nanking.

Rumour further has it that General Chan Chai-tong and General Chan Ming-shu have never been on the best of terms.

Business Normal.

Business continues normal. Central Bank notes have picked up another point and are quoted at 93 cents, whilst in all retail shops they are taken at face value. The run on the Central Bank appears to be over for the present and the large crowd which collected there during the last two days was not there to-day.

The Government have issued a notification to the effect that all Government taxes may be paid in Central Bank Notes and this is no doubt largely responsible

### FENG'S PRESSURE ON NANKING.

### PURCHASE PRICE OF NEUTRALITY.

### CHAN CHAI-TONG SUSPECTED TO BE ANTI-CHIANG.

### IRONSIDE MOVEMENTS.

London, Sept. 27. It is reported that a great number of Chang Fat-kwei's troops have turned again him.—Naval Wireless.

Marshal Feng Yu-hsiang, whose name has been associated with Chang Fat-kwei's revolt, is said to be undecided whether to join with the "Ironsides" and to wage a final struggle with Marshal Chiang Kai-shek for the control of the Central Government, or to sit on the fence.

It is predicted that if either Feng Yu-hsiang or Marshal Yen Hsi-shan will join in the "rebellion" strife will involve the whole of China.

Marshal Feng Yu-hsiang, according to some reports, has not a high respect for the fighting quality of the "Ironsides" and doubts the ability of the young extremist leader, Chang Fat-kwei. It is plain, however, Marshal Feng Yu-hsiang is not on good terms with the National Government which owes him the huge sum of \$20,000,000, which sum was assigned to him at the recent disbandment conference.

Golden Opportunity.

The disbandment of the Kuomin-chun has not been carried out and Marshal Feng Yu-hsiang is shrewd enough to see an opportunity in the present situation of getting his \$20,000,000.

Marshal Chiang Kai-shek cannot declare war upon Marshal Feng because there is another powerful leader, Marshal Yen Hsi-shan, who is in more or less the same position. The two are undoubtedly working together.

Tenders are also being invited for the extending and forming to proper grades and chambers Chatham Road between Hung Hom and Shek Shan; surplus material being deposited at Hung Hom opposite railway garages, head of Lo Lung Hang, Hok Un and N.E. of M.L. 30 together with all necessary drainage channels and other contingent work.

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General Sun Liang-sing, the Commander of the First Division of the Kuomin-chun, is already moving his troops from N.W. corner of estate; filling in water hole on railway reserve area and construction of a culvert to the N.E. of estate together with any other contingent works.

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General Sun Liang-sing says his army will have to fight for existence, and his movement is in connexion with an endeavour to find food for his troops. Observers, however, entertain another view and say that Sun Liang-sing may join with the insurgents.

Canton Tension.

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Many rumours are abroad, but in all cases confirmation is entirely lacking. There is undoubtedly a slight nervous tension in official circles, but no signs of anything amounting to a panic.

The case against the compradore was again adjourned until Wednesday.

For the easier situation to-day.

The coming visit of Mr. Sun Fo, Minister of Railways of the Nationalist Government in Nanking, who is due in Canton shortly, is expected to do much to restore the confidence of the population.

Mr. Sun Fo passed through Hongkong recently and is at present staying in the Chung Chan Model District near Kowloon.

Troops Arrive.

A large Chinese vessel, the s.s. Chiang Lee, of the Ching Kee Navigation Company, arrived in port on Wednesday evening with a considerable number of troops on board.

The troops came ashore during the night, though it has not been possible to ascertain where they have been stationed, nor where the vessel came from, though some say she sailed from Chefoo.

—Our Own Correspondent.

Canton Reinforcement.

Shanghai, Sept. 27. Further reinforcements are to

(Continued on Page 7.)

### CHOPPER ATTACK ON "WIFE."

### STARTLING INCIDENT AT WEST POINT.

### NEGLECTED CHILDREN

Charged with slaying his wife with a chopper, at West Point yesterday, a coolie admitted the act, and told Mr. E. W. Hamilton to-day that his wife was addicted to gambling, going out night after night and neglecting their two young children.

Inspector Bloor, said that the explanation he had had from the defendant, but the woman, who was now in Hospital, suffering from a cut across the neck, denied that she was the man's wife.

He appeared to have met her in the street, presumably returning from an overnight game at cards, and slashed her with a chopper which he suddenly picked up from the nearest street stall.

Defendant in Court reiterated that the woman was his wife, and asked how his two babies were to be cared for, with the woman in Hospital and he in the Gaol. He naked for a small ball, as he was anxious to get back to his children.

His Worship decided, in fixing a remand, to allow bail in a personal bond of \$50. His Worship recalled the previous case of a coolie who had been let out on a promise to pay a dollar fine, and that promise had been kept. "I still have hopes in human nature," his Worship added.

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## CHORUS HITS OF YESTERDAY.

Introducing - Fall in and follow me - Another little drink - Down at the Old Bull and Bush - I'd like to be beside the Seaside - Tipperary, Hello! Who's Your Lady Friend - A Wee Dinch and Doris - If You were the only Girl - Madam - oise from Armentières - By the Zuyder Zee - Take me back to dear old Blighty -

The Anderson Music Co., Ltd.

## COOK'S AND WAGONS—LITS WORLD TRAVEL SERVICE



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## THE NAVY'S CHOICE

Gates ORIGINAL

## PLYMOUTH GIN

OBtainable. EVERYWHERE.

## "RICKSHAW" BRAND CEYLON TEA

Cheapest and Best

From all leading Compradores.

## Avoid colds

By taking SCOTT'S Emulsion which promotes the strength to resist coughs, chills, colds, influenza and all bronchial affections. Ask for

**SCOTT'S**  
Emulsion  
"The protector of life"

## CHINA'S AVIATION OUTLOOK.

LECTURE BY MR. VAUGHAN FOWLER.

"The Development of Aviation in China" was the subject of a lecture delivered by Mr. R. Vaughan-Fowler to the members of the Hongkong University Engineering Society last night when he gave an illuminating review of the methods by which aerial transport may develop in China in the next few years. The lecture was also broadcast by wireless.

Introducing Mr. Vaughan-Fowler to the large number of undergraduates and others interested in aviation who attended last night, Professor Middleton Smith, who presided, said that the lecturer was undoubtedly well-known to all present as they had had the opportunity of listening to him in the University Hall before.

After dwelling on the fact that it was unique in the history of the University that a lecture given in its great Hall was broadcast from the Hongkong broadcasting station, Prof. Middleton Smith went on to say that the subject of the lecture, "The Development of Commercial Aviation in China" was one with which Mr. Vaughan-Fowler was very well acquainted, as the lecturer had had a great many years' experience of aviation in many parts of the world.

Two of the most important steps made by mankind in recent years were broadcasting and aviation, said Prof. Middleton Smith. Scientists had done, and were still doing, a great deal towards the development of these two inventions which stood out prominently in the studies of the engineering students of the Hongkong University, and it was only right and proper that the Engineering Society should have the honour of having Mr. Vaughan-Fowler to lecture to them on one of these two subjects—aviation.

After the lecture, a hearty vote of thanks to Mr. Vaughan-Fowler was proposed by the Chairman of the Engineering Society, amid great applause.

## The Lecture.

After dealing with the development of aviation in other countries and referring to the speeds in the Schneider Cup race, Mr. Vaughan-Fowler said:

At present commercial aircraft

cruise at between 100 and 120 m.p.h., just imagine what it would mean if this speed could be increased to, say, 200 m.p.h.

Shanghai would be within five hours of Hongkong, allowing for getting to and from the machine.

This is no wild dream, in a year or two we shall see the speed of commercial aircraft approaching 200 m.p.h.

Today the passenger may travel in the light hours about 1,000 miles,

this would be doubled, and if multi-engined machines are steadily developed and the air routes of the world are lighted, there is no reason why the passenger should not travel day and night, 24 hours out of the 24. Or 4,800 miles per day.

London—Karachi in one day, London—Hongkong in three.

## Aviation in China.

Aviation in China is by no means a new step in the advancement of China towards modern civilisation. As far back as 1911 there were a number of young Chinese learning to fly. Perhaps the two most famous of these were Mr. Tom Gunn and Mr. Lam Yu Fuk. Unfortunately Tom Gunn is dead, but Mr. Lam, better known these days as Art Lam, is still flying. He recently flew to Shanghai from Canton.

## Drive a Trusty

## "TRIUMPH"

the Motor that never fails you

## SALESMAN SAM

"I'LL BE GONE, STRANGER—ANY ROOM FOR A COUPLE EXTRA SLEEPERS?"

"WELL, WE'RE KINDA CROWDED—BUT I GOT A TENT HERE YA CAN USE."

"TOURIST CAMP FOR A NIGHT SIGHTSEEING."

"FRESH AIR, COOL."

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KOLYNOS safeguards against toothache, decay and gum infection. One-half inch on a dry brush removes fermenting food particles, dissolves film and destroys decay germs.

Try Kolynos today and notice how delightfully clean and refreshed your whole mouth feels.

**KOLYNOS**  
DENTAL CREAM



### The ideal Tonic Wine

"ENERVIN" Tonic Wine is an ideal food for starved nerves. It is a sure, safe tonic, and will lift you out of exhaustion, depression, or debility, and make you well.

"ENERVIN" is scientifically prepared from the purest Douro Port Wine with the addition of health-sustaining and tonic properties of known value to medical science.

"ENERVIN" is a protection against ill-health and disease in a trying climate. It gives tone to the system, and will help you to enjoy life.

take

**ENERVIN**  
TONIC WINE

"It must do you good"

Obtainable at all  
Licensed Stores.

For your floor—furniture—and  
every domestic article requiring  
a stained and varnished finish

"Wilheyela"

**Oil Varnish Stains**

IN

- Oaks—Walnut
- Mahogany—Satinwood
- Rosewood—Ebony Black

Can be applied by anyone.  
Always reliable, never sticky.  
Non-poisonous and durable.

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SHANGHAI. HONGKONG.

### CORRESPONDENCE.

#### Expert Evidence.

To the Editor of Hongkong Telegraph.

Sir.—With reference to the expert evidence given by the Hon. Dr. S. W. Tso on the mui tsai case reported in your paper to-day I beg to differ from the statement of this gentleman that the adoption of the surname (as that of the owner) was not uncommon to mui tsais. According to him, it is common for mui tsai to be given the same surname as those of their owners but the truth is just opposite to what he represented it to be.

To my mind, the practice of giving one's surname to a mui tsai is not common in Hongkong. There is the moral obligation to marry off a mui tsai when she comes of age and in this event the occasion when the question of her surname crops up—she is invariably given her real surname or that appearing on the "presentation" card. A new name is given to a mui tsai immediately after her purchase, as every school-boy knows, but the question of a new surname does not arise. So much for the practice in Hongkong, and Hongkong is not China.

Granted, and we have to look further afield. To my knowledge, the practice of giving one's surname to a girl purchased and treated as a mui tsai does not obtain in the districts of Tung Kun, San Wui, Kow Kong, Shun Tak as well as Heung Shan from which the learned doctor hails. In some of these districts mui tsais are married off from out-houses or specially-selected places as being unfit to be married from the family house. Clans are clannish and to give one's surname to a person bought as a chattel and a girl at that is, conceivably, unthinkable.

It is conceivable, however, that the learned doctor has at his command reservoirs of knowledge that are inaccessible to a humble seeker of truth who patiently awaits to be enlightened. To the non-Chinese of Hongkong, confusion is worse confounded over the mui tsai question by conflicting reports of the status and condition of the mui tsai. It is respectfully submitted that in the interest of Truth and for the enlightenment of the public, you, Sir, should procure for publication the sixteen pages of expert evidence and answers to twenty-two specific questions for which Dr. Tso has received the thanks of the Bar—as well as those of the Bench.

STUDENT.

Sir.—May I crave the hospitality of your columns to set right one or two erroneous views on the Mui Tsai Question, as expressed by Dr. S. W. Tso and by the Bench. According to your issue of yesterday's date, "it was argued that the girl had adopted the name of her mistress, but there again, they had Dr. Tso's opinion that the adoption of the same surname was not uncommon to Mui Tsai."

I beg leave to point out that where expert opinion becomes inexpert in making a glittering generalization of this nature. One or two rare and isolated cases in Hongkong may be quoted in which a maid-servant might receive the surname of the mistress or that of the family to which she belongs, when the child's ancestral origin is entirely obliterated through the relentlessness of the traffickers in child slavery in Hongkong. But this is an exception which obviously does not prove the rule. According to custom prevalent in the interior of Kwangtung Province or in Canton itself, Mui Tsais are not known to have assumed the surname of the mistress or that of the family. In point of fact, Mui Tsai is and has always been regarded as such an insignificant creature, that at the time of marriage, she can only walk out of the household to her bridal chair by the back door. In most cases, the Mui Tsai is not allowed to hold her wedding in the home of her mistress. Few mistresses or masters would brook that idea. She must be married in a separate house altogether. This is merely cited to bring out the low-esteem in which a Mui Tsai was held in a Chinese family and how much less likely it would be a common practice for a Mui Tsai to adopt the surname of the mistress.

Now it remains for me to quote the words of the Bench on the Mui Tsai question, "that the Mui Tsai system was one which had come in for much criticism. If they were to accept Dr. Tso's opinions, it seemed to him (the magistrate) that much of the criticism was unmerited." So far as I can gather, this statement is rested on the eminent authority of Dr. Tso, which has yet to be proved to the absolutely unbiased and fair-minded citizens of the Colony as authentic and indisputable. There are repeated attempts to make the lion look no larger than a cat.

JURIES.

### SAINT ANDREWS.

#### ANNUAL GENERAL MEETING OF SOCIETY.

At the annual general meeting of the St. Andrew's Society at the City Hall last evening, office bearers for the year 1929-1930 were unanimously elected as follows:

President—Mr. A. H. Ferguson. Proposed by Mr. R. M. Dyer and seconded by Mr. R. Sutherland.

Vice-President—Mr. K. E. Greig. Proposed by Dr. Black and seconded by Mr. B. Wylie.

Secretary—Messrs. E. M. Bryden and J. S. Drummond. Proposed by Mr. A. H. Ferguson and seconded by Mr. A. Stevenson.

Treasurer—Mr. T. J. H. Fox. Proposed by Mr. K. E. Greig and seconded by Mr. A. Ritchie.

General Committee—Messrs. A. Cameron, D. Gow, K. S. Morrice, Dr. J. C. Macgown, Messrs. A. Ritchie, A. Stevenson, P. Tod and B. Wylie.

In proposing the accounts, the Chairman (Mr. Ferguson) said that very little comment was necessary on the accounts as they stood. The society continued to flourish, but there was still room for more members. He would be pleased to receive any Scottish new arrivals. After all, the meetings of the Society were gatherings of the clans in a mild way, and induced Scotsmen to keep up a good tradition amongst themselves.

Scottish Co. H.K.V.D.C.

Mr. Ferguson then intimated that he wished to make a few remarks with regard to the Scottish Company of the Hongkong Volunteer Defence Corps.

At present said Mr. Ferguson, the strength of the company was a little over 60. At one time it was nearly 120, and it was a real pleasure to see it so. "I admit there may be some very potent reasons as to why the Company's strength is reduced," he remarked, "but I feel sure that there are a great many Scotsmen in various offices in town who might be prevailed upon to join up with the Scottish Company. It is just a question of a little unobtrusive soliciting."

Mr. George Duncan then seconded the acceptance of the accounts, and the motion was carried.

After the election of officers, the President proposed a vote of thanks to the late President, Mr. C. Gordon Mackie, at present away from the Colony on leave.

A Fine Record.

Mr. Ferguson referred in the highest terms to Mr. Mackie's fine record while in office, and to the invaluable services he had rendered the society. What he had done for them and towards making the annual ball a success would never be forgotten.

The vote of thanks was carried by acclamation.

The President then put the question as to whether St. Andrew's Day should be observed with a ball this year, or by some other function. The members all voted in favour of a ball. Mr. Ferguson then asked if there were any questions or suggestions in connexion with the ball.

The Ball Supper.

Mr. J. Russell said that he wished to point out that there was a large amount of food wasted at the ball supper. Every year there was the question of the supper or a buffet. The supper was always a congested affair, and consumed two-thirds of the total amount expended on the ball. He suggested that the buffet method might be adopted.

The President, in reply, said that if the supper was done away with they might have to do away with the ball. After all it only occurred once a year, and the supper was attended by many people who liked to sit down to Scottish fare.

Mr. Russell replied that previous experience had shown that there was a good deal of waste. He was not grubbing, but other societies carried through similar functions with a buffet. The matter was worthy of consideration.

Mr. B. Wylie then pointed out that in days gone by—and he referred only to a few years ago—the supper menu was a very long one, something like 18 items. Within the last few years the committee had gone into the matter, and last year the items came down to something like eight.

The City Hall.

Mr. Russell then said that so far as the question of halls was concerned, the Budget Speech made no provision for a better one. He suggested that St. Andrew's and kindred societies might meet and discuss the question of halls. A Halls Committee might be formed in order to go into the question

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Aigburth Hall

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of a new hall suitable for holding similar functions to St. Andrew's Ball every year. A considerable sum was spent each year in dredging the old hall. That was trying to beautify a hall unsuitable for such functions. The President said that that

was a point on which he agreed with Mr. Russell. Representations were, however, being made to the Legislative Council, and he trusted that they would be productive of results.

On a vote of thanks to the Chairman the meeting concluded.

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Nestle's Cream gets you over that difficulty. Just go to the cupboard and open a tin. It's handy—fresh—ready to serve.

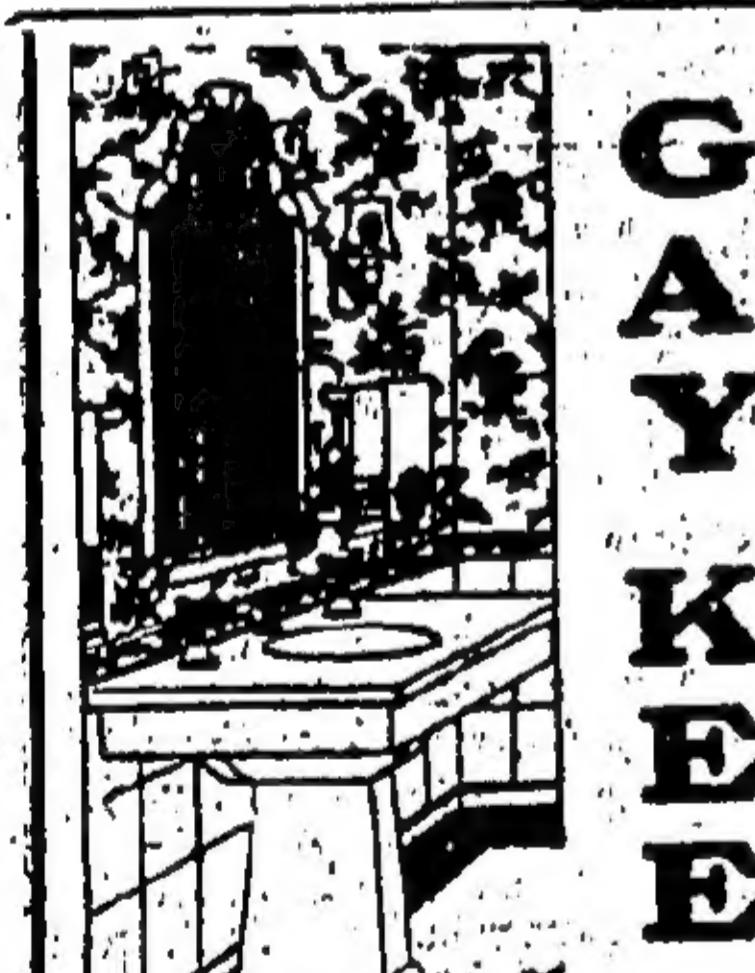
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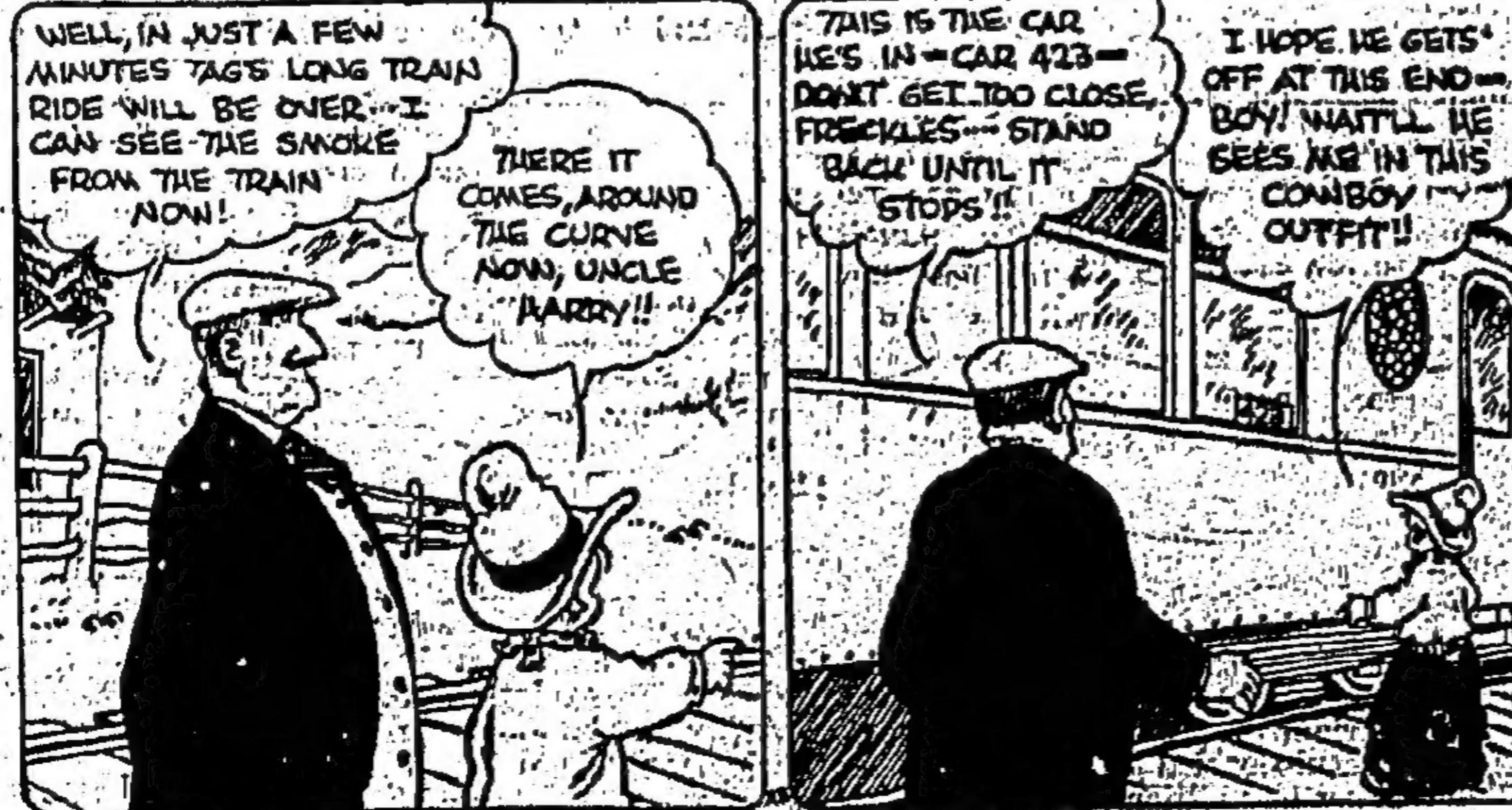
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**FRECKLES AND HIS FRIENDS**



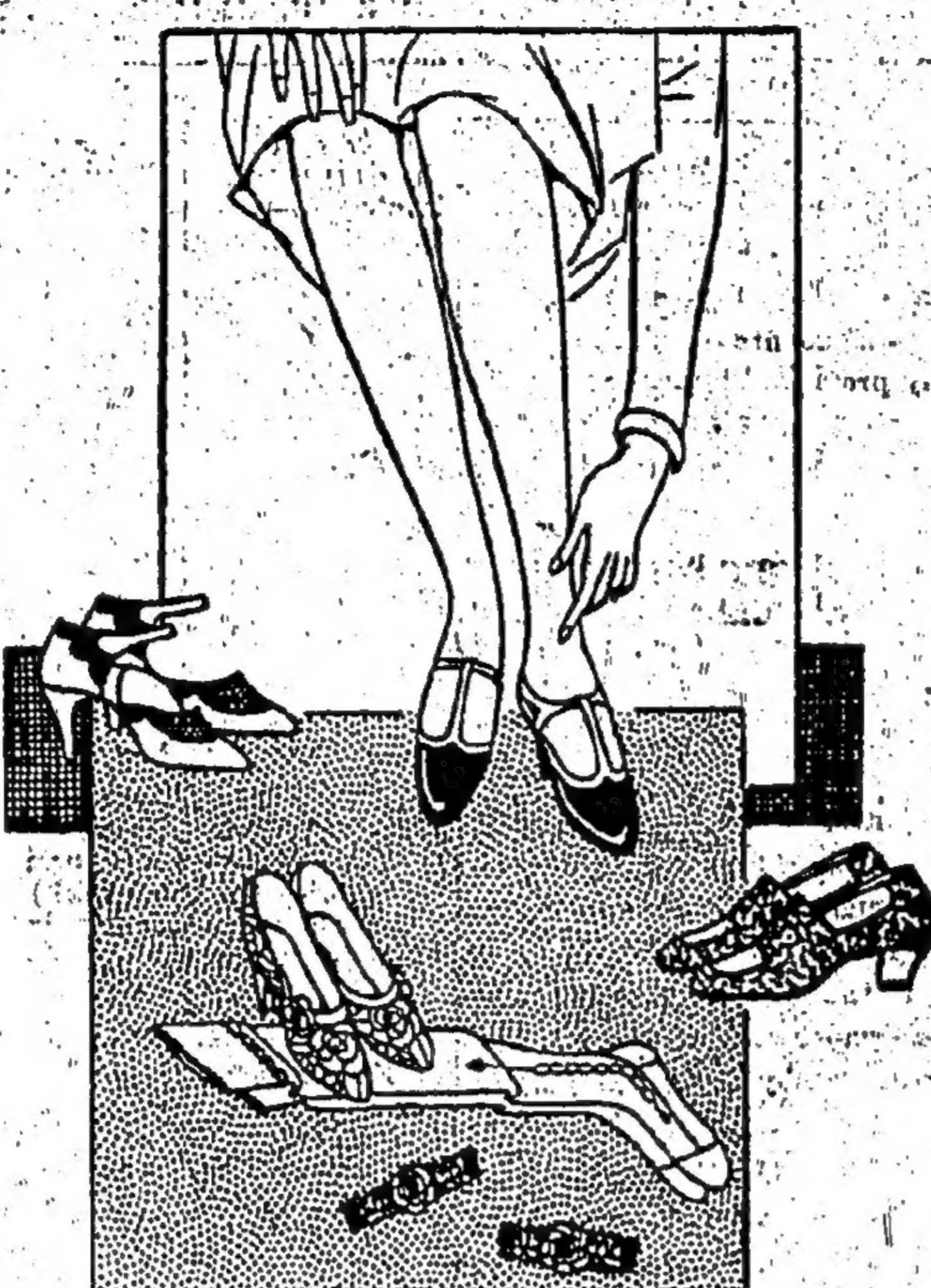
**Kidnapped!**



**By Blosser**

## WOMAN'S WORLD FOR OUR LADY READERS.

### Some of the New Footwear.



In the centre is a pair of black patent shoes, strapped with stone-coloured kid. On the left are shoes of the new iridescent leather with antelope insets; these are for more formal day wear. The sports brogues are very smart in grey lizard with matching kid insets and heels, while the evening set below is charming in gold and silver.

### Matters of Interest.

of tiny golden rose buds arranged just above the waist in the front.

#### Egyptian Bracelet.

A decorative bracelet of diamonds seen in a Bond-street jeweller's window has on it an original design of Egyptian men and women. The figures are packed in rubies and emeralds, and the bracelet is about two inches in width.

#### Canine Bag Ornament.

A black velvet bag has as its only decoration a diamond ornament placed on one side, just below the strap. The ornament consists of the head of an arialian, looking extremely fierce, with its ears cocked and its tongue hanging out, and it is surrounded by a ring of diamonds.

#### The "Aqua Safe."

Jewellery, money, and other valuables can now be kept safely, while their owner bathes, by a simple invention designed to fasten on the belt of the bathing suit. It is called the "Aqua Safe," and consists of a small metal container with a screw top, so that the water cannot penetrate to the articles when the wearer swims.

#### Multi-Coloured Pearls.

Pearls in every shade, from deep pink to black, are used to adorn a diamond necklace which is the newest design of a Bond-street jeweller. The necklace consists of a long chain of large square diamond links, with clusters of differently coloured pearls placed at intervals on diamond plaques. The necklace ends in a pendant of deep cream pearls and diamonds, with a large yellow diamond drop.

#### Expensive Tees

A costly present for a golfing friend takes the shape of a pair of platinum tees, encased in a neat leather box. The tees are the usual size, and are linked together by a strong silver chain, so that if both are placed in the ground at once the unused tee is supposed to keep the other secure.

#### Youthful Evening Gown

Any young girl would look delightful in an evening frock of peach-coloured tulle fashioned with a tight-fitting bodice and a deep "V" neck. The full skirt is cut into handkerchief points, which are edged with gold ribbon, and the dress is entirely free from any trimming except for a pyramid

### Let's be Sociable.

#### GOSSIP THAT IS WORTH WHILE.

Friendly chit-chat is always worth while. Miserable curmudges, dyspeptics, and egoists will argue to the contrary. Poor dears! What a lot they miss on this entertaining old planet.

Few of us ordinary mortals are so lofty in intellect that we can find nothing to learn from our neighbour.

Admittedly there are books for us, crammed with knowledge, but they are a "mighty bloodless substitute for life." How much pleasanter to learn our facts first hand, perhaps from the cheerful prattle-prattle that livens up a railway journey.

This harmless gossip helps one to understand the other fellow's point of view and does much to broaden one's outlook.

The butcher, the baker, and the daily "char" have the most enthralling problems. They are better instructors than the mere pedant. Their conversation gives one to think and to think furiously sometimes.

In the bus, I was reading a newspaper article on political economy, clever but unconvincing. Two working women were deep in a similar discussion.

"—and clear towel," said one. "My picture money I calls it. If there's something extra good on, why I goes wivout my barf. Can't squeeze two tanners out of one."

"It's hard choosing," replied the other sympathetically.

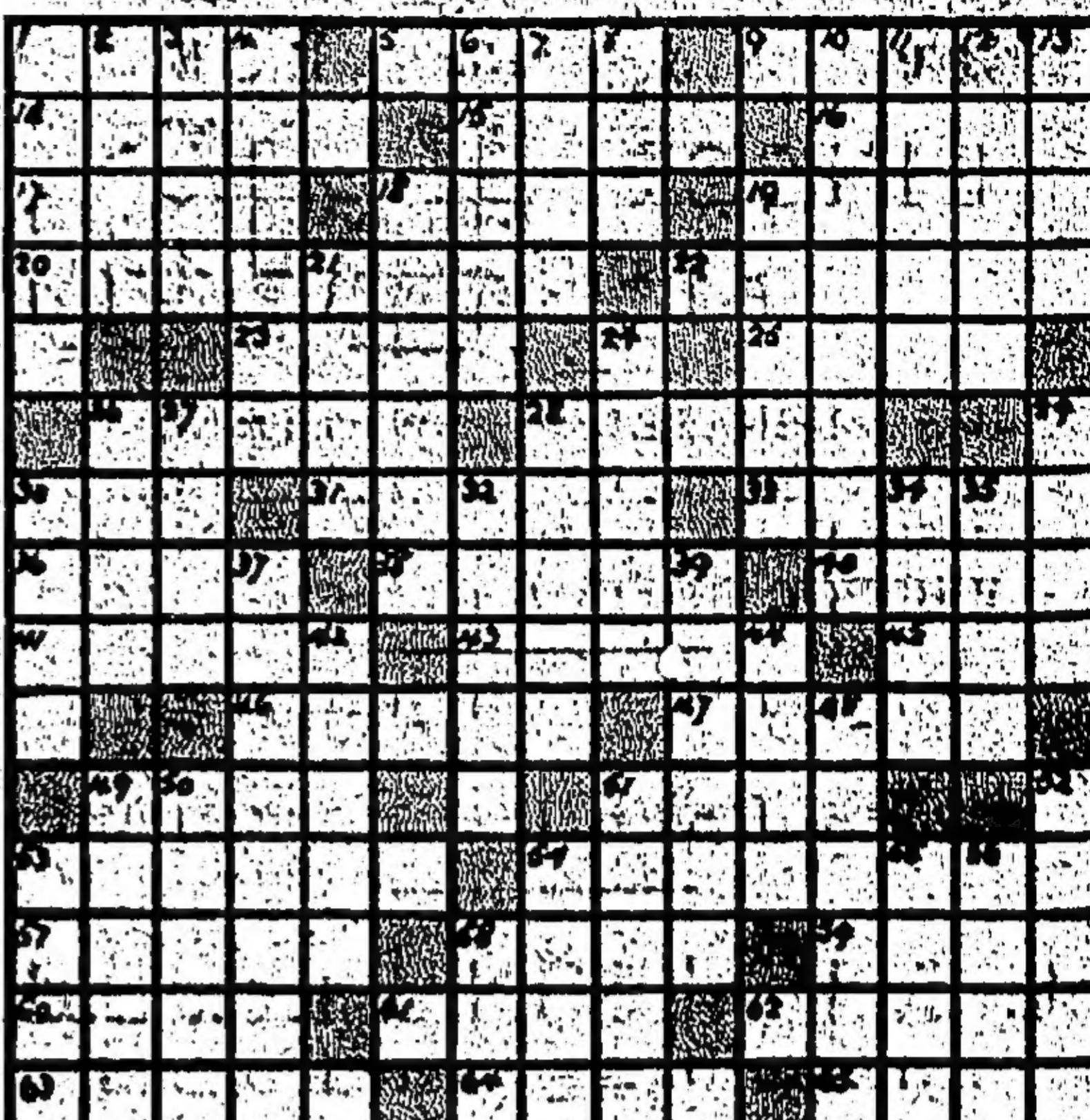
Practical economics this! Recently a friend of mine, down on his luck, entered into casual conversation with a clergyman in the park. A few days later he was offered a post by a firm of international repute. It was owing to the intervention of the minister.

Convention makes cowards of us. We consider it bad form to talk to strangers. Besides we risk being wearied, perhaps bored to extinction. Yet we like talking. We like the sound of our own voices. Friendly argument is exhilarating and a good mental tonic.

Contact with our fellow-beings further our education. It rubs off the corners and promotes a new understanding and tolerance.

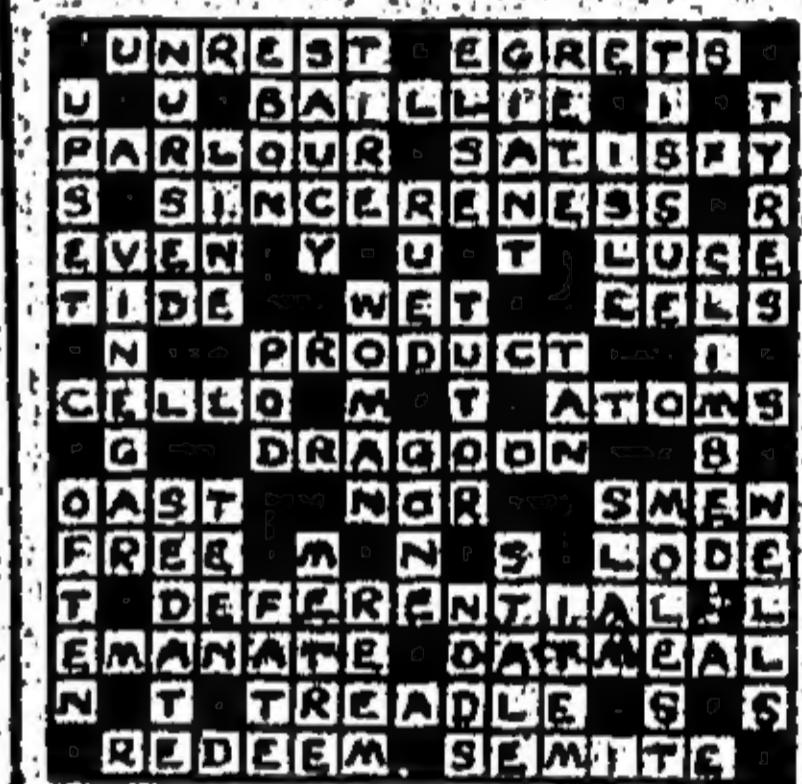
Come, let's be sociable. Chit-chat is both pleasant and profitable, and it's only human nature after all.—R. S. In Exchange.

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3 Pertaining to the sun.  
4 Active.  
5 Plagues.  
6 Household.  
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10 Show to be false.  
11 Value.  
12 Mission.  
13 Directs towards.  
14 Fabulous monster.  
15 Untrue.  
16 Quench.  
17 Fete.  
18 Pool.  
19 First attempt.  
20 Sickened.  
21 Experiment.  
22 Public vehicle.  
23 Speaks decisively.  
24 Upper room.  
25 Tavern.  
26 Eats.  
27 Tax.  
28 Endured.  
29 Ridicule.  
30 Deserter.  
31 Recesses for baking.  
32 Sacred.  
33 Reservation.  
34 Melody.  
35 Telegrams.  
36 Fastens.  
37 Cry.  
38 Companion.

Yesterday's Solution.



### LETTER GOLF.

A SHOUT or two and a great many YELLS feature to-day's letter golf match.

### SHOUT



### YELLS

1. The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change GOW to HEN in three strokes, GOW, HOW, HEN.

2. You can change only one letter at a time.

### THE HOCKEY CLUB.

### TEAMS FOR PRACTICE MATCH AND FIRST FIXTURE

The Hongkong Hockey Club's final practice match will be played on the Club Ground, King's Park, at 5.30 on Monday, when the teams will be: Whites—R. H. Gregory, G. Rankin, L. F. Nicholson, G. Butler, L. A. R. Duncan, R. R. Todd, D. M. McDonald, R. K. Valentine, M. G. Marriott, E. D. Lawrence and T. J. Price.

Colours—W. Barlowman, W. Woodward, J. Hodger, A. E. Hotollo, P. M. Wood, J. E. Noronha, H. O. Davis, G. E. B. Divett, H. W. Skipp, E. C. Fischer and C. C. Francis.

### The First Match

The first match will be played against the King's Own Scottish Borderers on the U.S.R.C. ground at 5.30 on Wednesday when the Club's first team will be—C. L. Gregor, W. Woodward, J. Hodger, J. E. Wood, A. A. Dand (captain), J. E. Noronha, A. N. Other, G. E. B. Divett, E. W. Skipp, E. C. Fischer and C. C. Francis.

### The Second Match

The second match will be played against the King's Own Scottish Borderers on the U.S.R.C. ground at 5.30 on Wednesday when the Club's first team will be—C. L. Gregor, W. Woodward, J. Hodger, J. E. Wood, A. A. Dand (captain), J. E. Noronha, A. N. Other, G. E. B. Divett, E. W. Skipp, E. C. Fischer and C. C. Francis.

3. You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4. The order of letters cannot be changed.

One solution is printed on another page.

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DRY  
GINGER  
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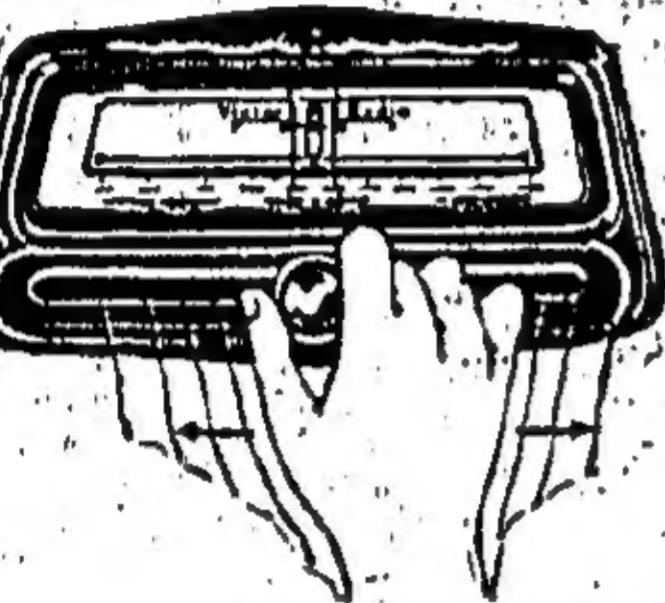
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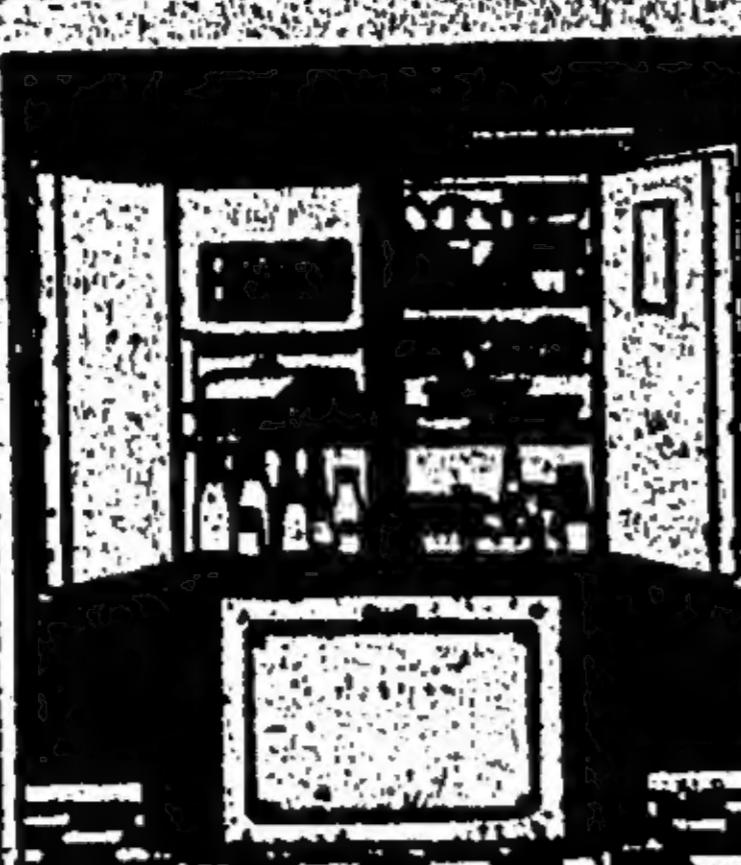
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The Hongkong Telegraph

SATURDAY, SEPT. 28, 1929.

## TRAFFIC CONTROL

There are some respects in which Hongkong is ahead of England. One of these is in respect of the laws controlling motor traffic. We have not here, except in certain controlled areas, any speed limit for motor vehicles, whereas at home there is on the Statute Book a law which prescribes that such vehicles shall not, under any circumstances, exceed a speed of twenty miles an hour. The home law, of course, is not observed, but the fact remains that it is legally in force.

There is now general agreement that it shall be revoked. Another point on which Hongkong scores is that the local regulations do make some provision for a driver's fitness to hold a licence, whereas in the Old Country, no such stipulation is applied.

The whole question of traffic dangers has just been investigated by a Royal Commission on Transport, most of the recommendations of which have already become known. The question of the speed limit naturally engaged that attention of the Commissioners, a fact which is not to be wondered at seeing that the present law on the subject is obsolete and is universally ignored. Side by side with the statutory limit of twenty miles per hour, there are public vehicles plying for hire and licensed by the authorities to do so — advertised speeds of double that limit, while cars are daily advertised for use on public roads which are built to travel at seventy miles per hour and upwards. It is not surprising, therefore, that the law has been brought into disrepute, or that a swelling tide of dissatisfaction makes its administration difficult. The Commission has therefore recommended the abolition of the speed limit, save for certain classes of vehicles, such as goods trucks, omnibuses and charabancs. It points out quite rightly that it is not to excessive speed, but to careless driving — perhaps at quite low speeds — that accidents are primarily due. As to the reason for making an exception to the suggested abolition of the speed limit in the case of certain types of vehicles, it has to be borne in mind that other considerations have to be taken into account — the special responsibilities of omnibus companies to their clients, and the

wear and tear inflicted upon the roads by heavy vehicles. Regarding the issuing of driving licences, the Commission appears to have been somewhat timorous. The recommendation that every applicant for a driving licence should be required to make a declaration as to his physical fitness seems hardly to meet the case. Various motor-using bodies have urged that the institution of tests for drivers would not of itself prevent accidents, but that it might prove an aid to this desirable end can hardly be disputed. In any event, no convincing objection to the imposition of such tests appears to have been brought forward. Here in Hongkong, applicants for licences are liable to undergo such tests as to fitness that the police may prescribe, whilst provision is also made for passing a medical examination, including a test for vision.

One other point upon which the Royal Commission reported was the matter of third-party risk insurance. It expressed the view that the case for compulsory insurance is so strong that an attempt must be made to deal with it. The objection put forward by the motor associations appears to be that it would add considerably to the cost of insurance, but as one paper puts it, there seems no reason why it should not, in fact, work out the other way. If its effect were to stimulate among motor-users a demand for policies which discriminated against bad and inexperienced drivers, the cost of insurance might well be reduced and the level of driving capacity raised. This, at any rate, seems to be the Commission's view.

## China in the Air.

Exhaustively exploring, in a paper read before the Engineering Society of the Hongkong University last night, the possibilities of the future of aviation in China, Mr. R. Vaughan Fowler put his finger on the key-essential to proper development in depreciating the haphazard methods at present in being. To put it briefly, to establish sound and reliable services it is necessary to reorganise completely all existing departments and equipment, and to begin all over again. Any other method will merely involve the expenditure of considerable sums of money in learning the lessons which are elementary in other parts of the world. We are heartily in agreement with Mr. Vaughan Fowler when he advocates that China should employ an Aviation Mission, on the lines of the Naval Mission which is being supplied to Nanking by the British Admiralty, its task being to teach the Chinese from the wealth of their experience in their particular jobs, giving China the advantage of avoiding the snags which have delayed progress in other parts of the world. If the Chinese Government is prepared to subscribe to this point of view, there is no reason why the country should not be as well equipped, in three or four years, as any nation under the sun. The possibilities are immeasurable. The lack of adequate surface transport should at once be a guarantee of complete success. Even if the merchant is not sufficiently air-minded to trust his life and limb to his new-fangled invention from the West, he should quickly appreciate the value of speedy mail services, which after all, are invariably the most profitable source of income to aerial enterprises. Mr. Vaughan Fowler's address is too comprehensive in its detail to permit of adequate treatment here, but its greater part will be found elsewhere in this issue, and we recommend its perusal to all who are in any way interested in the subject.

Director Henry King has his characters decidedly human — there is not one exaggerated note in the entire production. He has graced it with charm, numerous comedy touches and dramatic highlights which lift it far and above the average war story and the average screen story.

John Holland, a find of King's brings to the screen that type of player we all love — the typical American leading man. His performance is without blemish. Edmund Burns, who had heretofore featured juvenile characterizations, turns grown the beau-papa and in the role of Reggie Van Ruyper reveals a new Burns and a character that holds one's interest throughout the picture.

Al St. John-Hot What a surprise in store for this chape admirer. He considers the entire humorous highlights and then comes through with a remarkable performance as a dramatic player.

Glen Wartes, new to the screen

## DAY BY DAY.

WHENEVER I GO ON A RACECOURSE  
THERE IS ALWAYS ONE THING THAT  
STOPPS ME BETTING, AND THAT IS  
THAT THE BOOKMAKERS LOOK SO  
PROSPEROUS.—Cecil Raleigh.

There was a clean bill of health in the Colony on Thursday.

The Gazette contains a new schedule for the use of recreation grounds.

The name of Dr. Yip Tai-ching has been added to the list of medical practitioners.

It is noticed that the name of the Diamond Racing and Entertaining Company Limited has been struck off the Register.

It is notified that His Excellency the Governor in Council has appointed Thursday, 10th October, 1929, to be observed as a general holiday.

It is notified for the information of owners and occupiers of tenements that, rates for the fourth quarter of 1929, are payable in advance on or before the 31st October, 1929.

The silk forwarded from Hongkong by the Empress of Asia on the 4th September arrived in New York (St. John's Park) on the 25th September, having been 21 days in transit.

Details are given in the Gazette of the proposed leasing of about 102,700 square feet of foreshore and seabed at North Point. The annual rent is \$1,060 and the upset premium \$51,350.

At the Crown Lands Office of the P.W.D. on October 15th there will be offered for sale Kowloon Inland Lot 2271, situated at Taikoktsui. It has an area of about 9,920 square feet, and the upset price is \$17,360.

The forthcoming wedding is announced of Mr. Arthur Reinaldo Remedios, No. 10 Yue Kwong Terrace, Happy Valley, to Miss Edith Maria Creasy, No. 57, Wongneichong Road, Happy Valley.

A young Chinese woman named Lee Ying (22), living at No. 12, Wan Street, was removed to the Government Civil Hospital yesterday after taking a dose of Lydia disinfectant with the view of committing suicide.

## CINEMA NOTES.

## FINAL SHOWING OF "SHE GOES TO WAR."

Now in theme and decidedly so in its telling, "She Goes to War" is showing at the Queen's for the last times to-day, which story reveals many startling qualities in a motion picture.

It glorifies the women of the world who gave their all during the gigantic conflict and chronicles their experiences in a most impelling manner.

Eleanor Boardman, heroine of this Rupert, Hughes story, is revealed in an entirely new characterization. It is totally unlike anything she has done heretofore. As the pet of society in a small community, she is first quite unlikeable, but when her regeneration takes place, she finds her way into the hearts of everyone.

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Glen Wartes, new to the screen

## OLD LONDON.

As Seen From an Old Omnibus.

The recent centenary of the "Bus" was held for adjusted in famous London "Bus" has called in forth so many amusing and interesting recollections that more may be welcome, and the account of a daily ride from a northern suburb to the historical heart of the greatest on the "Knifeboard" of the old "Bus" may be of interest. It was the present writer's duty to take this ride for a number of months nearly forty years ago, that is, a few years before the birth of the old horse-driven bus.

At this time, what was then called the "Knifeboard" was still in existence, a seat running longitudinally like a sledge, along the top of the "Bus," upon which the passengers sat back to back. Shortly after this time, the "Knifeboard" gave place to cross-seats, each accommodating two persons, a type of bus which was to be the last of the old "Knifeboard."

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It is notified that the name of Dr. Yip Tai-ching has been added to the list of medical practitioners.

It is noticed for the information of owners and occupiers of tenements that, rates for the fourth quarter of 1929, are payable in advance on or before the 31st October, 1929.

The silk forwarded from Hongkong by the Empress of Asia on the 4th September arrived in New York (St. John's Park) on the 25th September, having been 21 days in transit.

Details are given in the Gazette of the proposed leasing of about 102,700 square feet of foreshore and seabed at North Point. The annual rent is \$1,060 and the upset premium \$51,350.

At the Crown Lands Office of the P.W.D. on October 15th there will be offered for sale Kowloon Inland Lot 2271, situated at Taikoktsui. It has an area of about 9,920 square feet, and the upset price is \$17,360.

The forthcoming wedding is announced of Mr. Arthur Reinaldo Remedios, No. 10 Yue Kwong Terrace, Happy Valley, to Miss Edith Maria Creasy, No. 57, Wongneichong Road, Happy Valley.

The forgoing is a very special brand of courage, which I could not call up on the occasion of my first trip. I, therefore, sat meekly beside my brother, who was then quite unswarthy and occupied with my forthcoming plunge into a new world to take much stock of the journey thither.

The next day it was otherwise. The great plunge had been taken, and it had given me courage for a lesser one. Moreover, I was alone, my brother having, for some reason, stayed away from school that day. So I was determined to capture one of the box seats, which one reached via the "Knifeboard" and with the assistance of a little climbing.

But when the "Bus" emerged from its stable, I noticed there was a different driver, or rather "coachman" — for "driver" was a word only used by the laity, the professionals always referring to themselves as "coachmen" and well they deserved the term, for a very special brand of courage, which I could not call up on the occasion of my first trip. I, therefore, sat meekly beside my brother, who was then quite unswarthy and occupied with my forthcoming plunge into a new world to take much stock of the journey thither.

Soon we turned into Oxford Street, where there were many more houses than to-day, and drove down Upper and Lower Regent

(Continued on Page 7.)

## WHO WAS?

## CORIOLANUS.

Caio Marcius, a Roman General, distinguished himself by his victories over the Corioli, and was accorded the title of Coriolanus in honour of his achievement.

The son of a most formidable mother, Coriolanus was the proudest of all the proud Roman patricians, and when the time came for him to aspire to the rank of Consul it went very much against his grain to expose his wounds before the electorate in order to win their suffrage. Custom demanded that he should submit to this course, and he went through with it as best he could, but when it was all over, the leaders of the people came together, and decided that they had been insulted rather than wounded by the proud Coriolanus. They summoned him before them, and after promising his mother to keep his temper in hand, he duly appeared before the Senate, fully intending to keep his promise. His nature, however, together with his loathing of the common folk, was too strong for him, and in no long time was addressing his judges as "You common scum."

This was interesting. I had never heard of that likeness before, but since I had arrived at the new school the day before, I had done nothing but draw attention to it. I suppose this had always escaped notice in the home, where one is accustomed to look for differences.

"Ain't you comin' with us today?" asked my friend, after another short pause.

"No, I said, "but he'll be here to-morrow."

These friendly remarks and inquiries established a real bond of union between us for the rest of the journey, which it made doubly interesting. Our first stopping place was another hostelry, the "Eyre Arms" in the Finchley Road, St. John's Wood. A peddler stood outside, against the wall with several odds and ends for sale, among which I noticed an assortment of rubber rings, large and small. The small I immediately recognized as umbrella rings. As to the large, I was soon enlightened. The coachman beckoned to the peddler.

"Pole ring," said he, and the peddler detached one of the larger rings and handed it up. Then I saw what these latter were for. They held the double reins in place where they crossed. The

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

SATURDAY, 28th SEPTEMBER, 1929.

Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.

HONGKONG MOTOR  
ACCESSORY CO.

specializes  
in all kinds of  
ACCESSORIES  
and  
SPARE PARTS

Electric horns. Body polish.  
Brakelining. Hand jacks.  
Lamp bulbs. Foot pumps.  
Tire patches. Wrenches  
etc., &c., &c., &c.  
"GORMAN"  
"LUCAS"  
storage batteries  
suitable for all motorcars, cycles  
and radios.  
ALL AT ATTRACTIVE PRICES  
Call and inspect,  
Bank of Canton Bldg., Tel. C. 577.



## CURRENT COMMENT

### New Roads.

As could only be expected, there has been considerable criticism of the Saikung Road project, although it should be borne in mind that the protest against the heavy expenditure to be incurred is chiefly caused in view of the fact that there is other work of greater urgency which should be carried out first, two outstanding needs being the provision of vehicular ferries, and the completion of the 100 foot road between Causeway Bay and Quarry Bay. That the building of a new road over in the New Territory should be given priority over much needed work in congested districts, is beyond the understanding of the ordinary man, especially when it is remembered that the new road between Causeway Bay and Quarry Bay was commenced some considerable time ago, and then the work suspended on account of lack of funds. Surely ordinary business instinct dictates that one venture should be brought to a successful conclusion before another, and less important at that, should be started.

### Value of Roads.

It must be conceded that the intention of opening up a large agricultural district over in the New Territories is a wise one, because better means of transportation can only result in bringing prosperity to the district concerned. This point appears to have been entirely overlooked in favour of the argument that a new residential district would spring up. Whether that really is so can only be conjecture, unless the Government has invited applications for sites along that portion of the new road. We very much doubt that. The incentive to trade is the most logical argument, and but for the fact that other works are very much overdue, there could be little cause for opposition to any effort calculated to foster trade.

### A Dangerous Road.

The present road from Causeway Bay to Quarry Bay is certainly a dangerous one, and this fact was established years ago when the new 100 foot road was first proposed. To-day, traffic is very much greater, and is becoming

even more congested every day almost. The Tramway Company has just inaugurated a motor bus service from Blake Pier to Tai Kok, and this also is further argument for hastening the completion of the wider and safer thoroughfare. It is quite clear that the local community desires to see the Colony progress in the matter of new roads, and it is equally certain that public opinion is definitely in favour of the provision of vehicular ferries, but little sympathy can be expected when progress is started at the wrong end.

Even the building of the Saikung road is another argument in favour of vehicular ferries which would thus form the central link of an extensive and highly important road system. To forget the centre links is unforgivable oversight. The Government might well adopt as a slogan: "First things first."

### Women Drivers.

Quite a large number of the fair sex have taken up car driving in Hongkong, and from observation we should say that the majority are very careful and considerate drivers. There must be exceptions, and we met with one with almost disastrous results the other afternoon whilst ascending the Peak. The lady in question was at the wheel of an Austin "Seven," and led the way for some distance. A sudden stop by the Austin caused the driver if the following vehicle to swerve with the object of passing, having evidently driven far enough up the Peak on her little joy ride. Suddenly application of the brakes of the rear car averted a collision, the only apology forthcoming being a sweet but guilty smile. It is to be hoped that the lesson will be remembered.

### New "Harleys."

The new 1930 Harley-Davidson motor cycles arrived in the Colony yesterday, and motor cycling enthusiasts who are interested should make an appointment with Mr. Gascon without delay. Some noteworthy improvements are incorporated in these new machines.

### ALL MARKED UP—AND DOWN.



## EMERGENCY

C. 3193

Lane, Crawford, Ltd.  
MODERN MOTOR SERVICE.

NEW CAR, JOHN?  
NIX, 1915! REFINISHED  
HERSELF WITH  
**Effecto**  
FINISHES

ALL COLOURS KEPT IN STOCK  
AS WELL AS THE NEW  
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara  
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.  
Sole Agents.

## PARIS SHOW.

Marmon and Roosevelt  
Win Prizes.

### FOR ELEGANCE.

A new Series Marmon 68 roadster and coupe and a Marmon-built Roosevelt Eight collapsible coupe all were awarded high prizes at the recent Elegance Show at Bois Boulogne, Paris, according to word just received at the Marmon-Roosevelt factory.

The show is an annual event with all cars entered by women who are their actual owners. In the judging and awarding of prizes both the appearance of the car and the costume of its owner-driver are taken into consideration.

Out of a field of more than 250 entrants the Marmon 68 roadster, owned and driven by Madame Lysiane Bernard, won the grand prize. This car, a sport model, was cream with maroon striping and maroon wire wheels. Madame Bernard wearing a sport costume to harmonize.

Honour prizes were awarded the Roosevelt and the Marmon 68 coupes in the Paris contest. The Roosevelt entered was the first collapsible coupe of this line to be received in Paris and its general appearance and body lines were the object of much comment among the participants in the event.

The victory of the three Marmon-built cars is particularly significant in that Marmon roadsters and collapsible coupes have won several other prizes in recent European automobile beauty contests. Earlier in the year a Marmon 68 roadster, similar to the winner at Paris was awarded the prize of honour in an Elegance contest at Cannes, famous resort on the French Riviera, being driven by an American girl.

Previously a Marmon-built collapsible coupe won the Grand Prize of Honour at Deauville, another noted French resort, in a contest where comfort and flexibility of the car in addition to beauty were judged. This event was held immediately after a 120-mile road race from Paris to Deauville, also won by the Marmon.

### COCKTAIL CAR.

Fair Competitor at  
Brighton.

### RECORD RUN.

A girl aged seventeen, the youngest competitor in the Brighton motor relay races led the procession of cars along the Maderia-drive, pulled up, and smiled.

She smiled at her father, who had accompanied her all the way from John o' Groats. She smiled at Brighton generally, and she smiled at the Pressmen. She is Miss Kitty Brunell, and to quote her own words, "All British."

Thirteen of the competing cars started from John o' Groats, but one—the superstition apparently cannot be denied—had to fall out. Other cars came from Newcastle, Birmingham, and Manchester, and others started from London. There were also four towing outboard motor-boats on trailers.

### Motorist From Birth.

Miss Brunell, who began her motoring career at the age of five weeks, and has motored ever since, provides an example of what a woman can do in the way of making motoring comfortable when she sets her mind on it.

"I'll tell you something," about the seat now," said Miss Brunell. "In the first place, the back of it comes right up to my shoulders, thus giving me the most complete support, and in the second place it is designed to tilt back to three

## CANTON'S MODERN PASSENGER TRANSPORT SERVICES.



The above picture forms a vivid contrast of the Canton of but a few years ago. Regular motor bus services are now maintained, and new roads radiate from the city to the outlying districts. It is not difficult to imagine the day when motor bus services will be operated between Canton and Hongkong. (Photo: Canton News Agency).

## BETTER ENGINES.

### More Care Needed.

(By Israel Klein.)

We have better engines to-day, but they need proportionately more care than those of previous years. The reason is obvious. The finer a mechanism becomes, the more it is apt to get out of order. Care alone, and constant care, good driving and regular attention to lubrication and other important details will keep that motor operating at its highest level.

The high compression motor to-day retains its high compression so long as it is kept tightened up. The valves must seat properly, the pistons must fit snugly, the gasoline mixture must be perfect, the timing must be just right. Let any of these details be ignored and the entire engine will slump in its work.

A high compression engine then becomes a low compression motor, one hardly comparable even with that formerly built.

The stresses and strains produced by the high compression of the modern motors are such that they cause havoc to the various moving parts inside unless proper oiling is maintained constantly and unless the motor is kept tight.

Due to the heavier rounding of the engine there is more liability of some leak forming and resulting in reduced compression and power. A much heavier blow is struck by the burning gasoline in the smaller combustion chamber of the present motor, and the strain on the piston pins, the connecting rods and their bearings is tremendous. The wear against the cylinder walls is greater and the push on the crankshaft bearings is heavier.

Forced feed lubrication through the crankshaft and connecting rods, and crankcase ventilation of modern motors have been designed so that effective lubrication is maintained. But the primary object depends on the motorist.

Positions. There are cupboards in the back of the seat, and each contains what looks like a small attache case, in green, to match the car.

There is a cocktail bar in one attache case, and a tea-set in cream, black and green in the other. Every tool is in a separate green baize nest in a sliding drawer under the front seat.

Her time from John o' Groats to London was just under twenty-six hours for 797 miles. She is concentrating on the Concours d'Elegance, and has even gone so far as to have a dress specially made in the colour-scheme of her car.

## 1930 "HARLEYS"

### NEW FEATURES

INTERCHANGEABLE WHEELS  
SIDE-CAR WHEEL BRAKE

AND

MANY OTHERS!

ASK US ALL ABOUT THEM

FIRST SHIPMENT

NOW HERE!

BE WISE—BOOK EARLY!

## THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Tel. K. 1242 2, Kwong Wah Road, Kowloon

Opposite The Steam Laundry

A GOOD ASSORTMENT OF SPARE PARTS AND

ACCESSORIES IN STOCK





OUR SKILLED  
MECHANICS,  
UNDER EXPERT  
EUROPEAN  
SUPERVISION—  
CAN PUT  
YOUR CAR RIGHT  
T. C. 3193

MAIN SERVICE STATION  
10, CROSS LANE  
WANCHAI.  
LANE, CRAWFORD, Ltd.

# Hongkong Telegraph.

## Pictorial Supplement

September, 28th 1929.

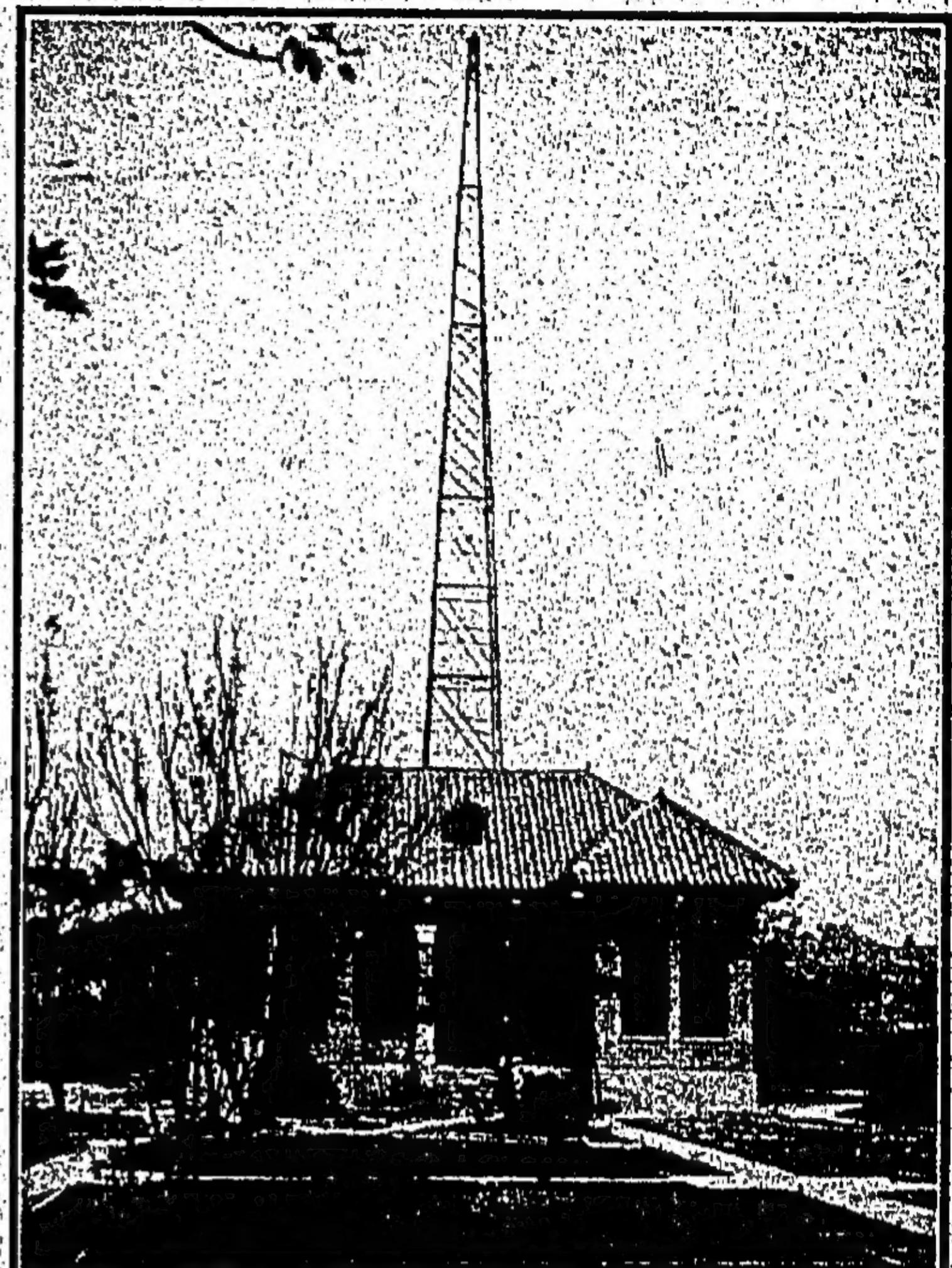
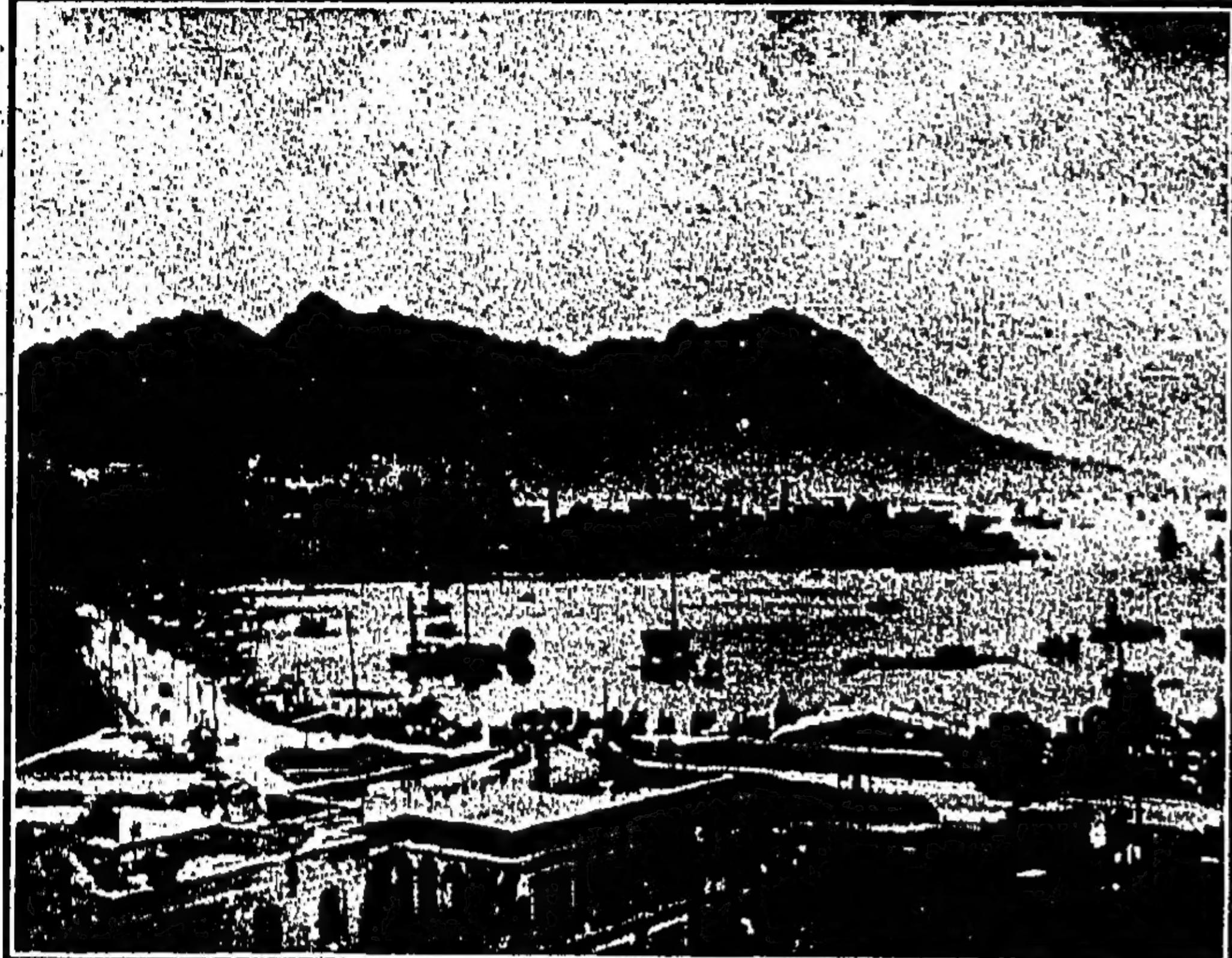
SEND YOUR FRIENDS AT HOME

**CHINA TEA**

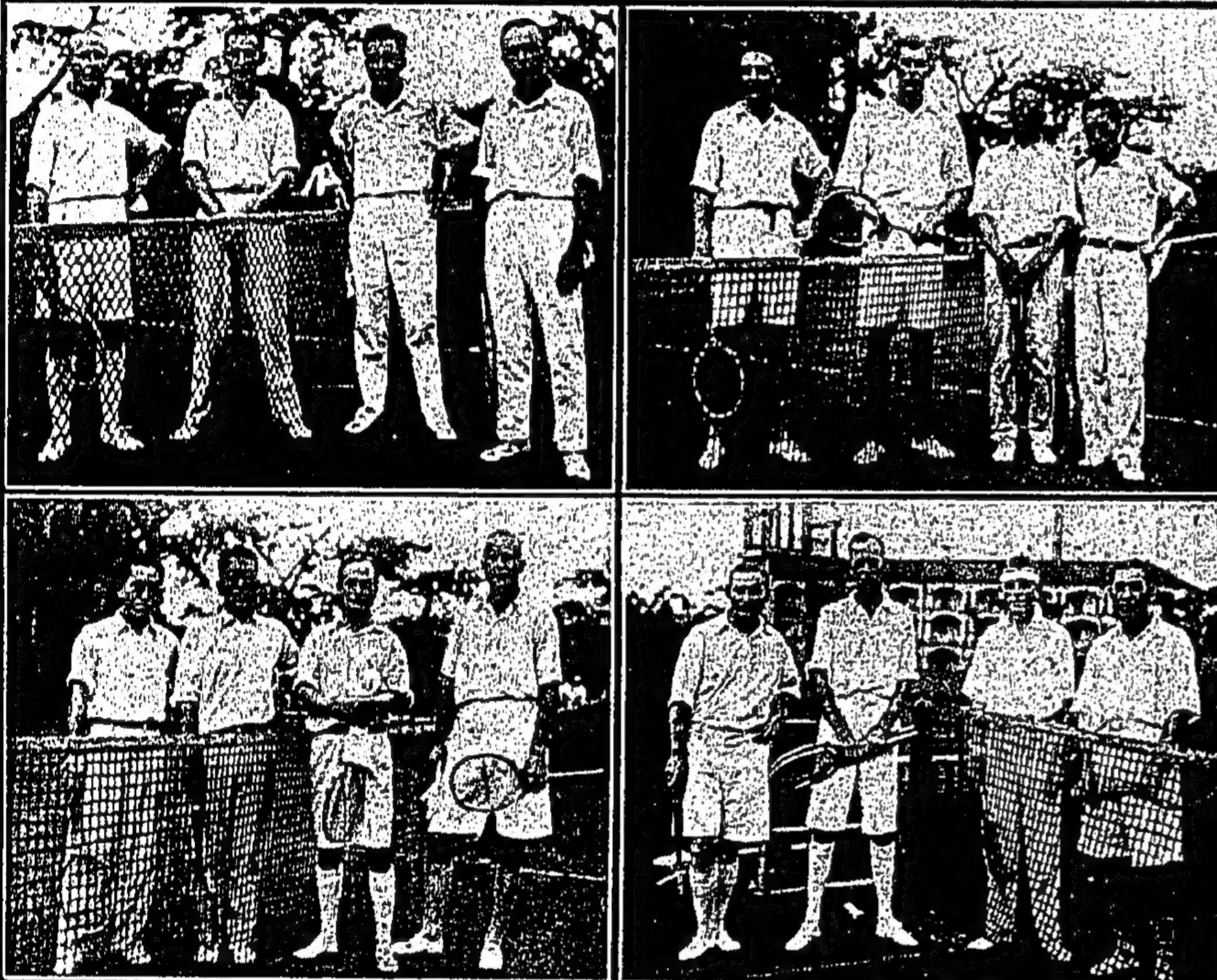
For Christmas

SEE PAGE 4 FOR OUR  
SPECIAL OFFERS

THE CHINA TEA Co.  
David House,  
Hongkong.



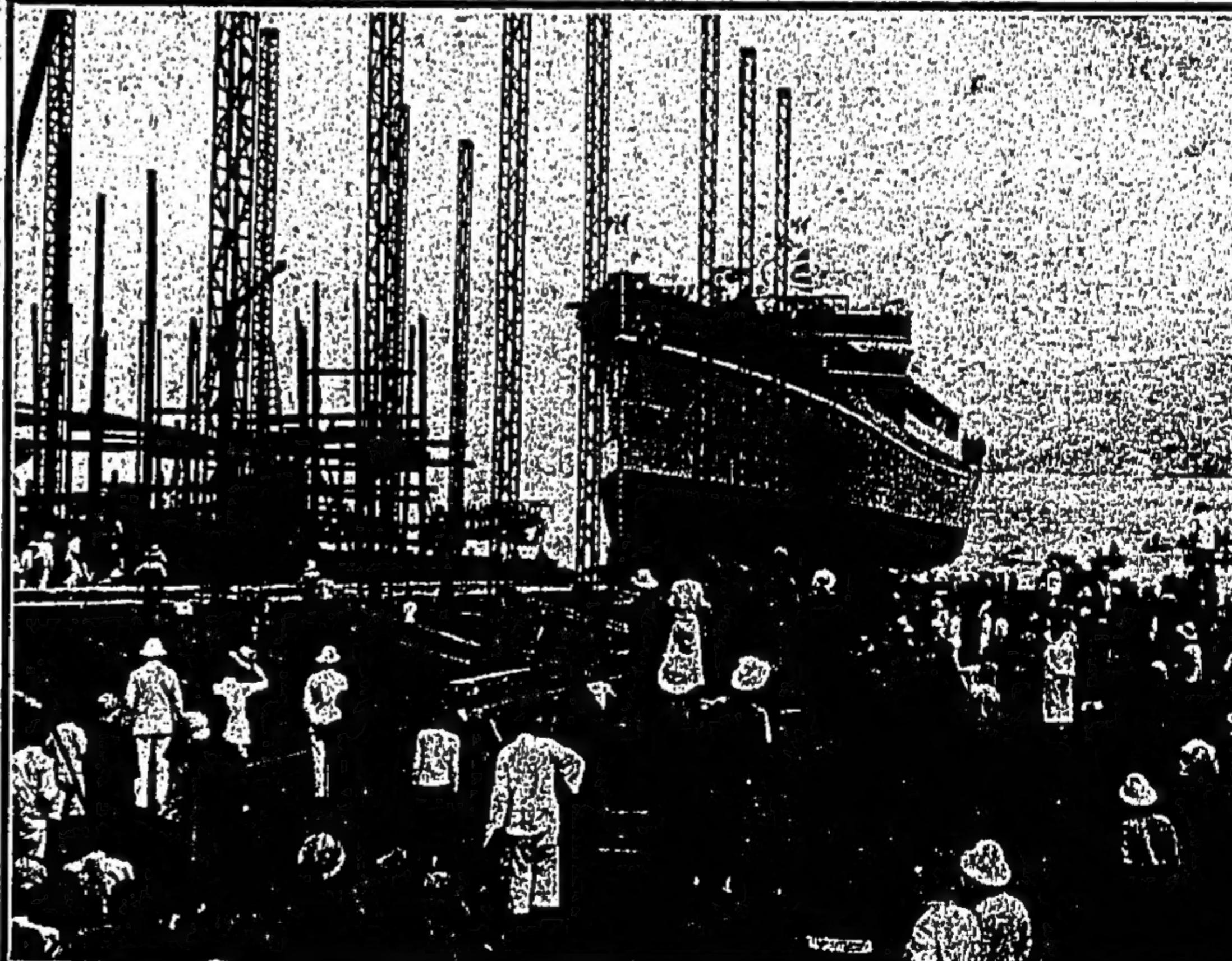
Above are two striking pictures of Hongkong taken from the same position at Causeway Bay, showing part of the Island at day and at night. The moonlight view is particularly good.



Players participating in last Saturday's "At Home" at the H.K.C.C. Left to right—Top: McEachran & Goldman with E. C. & E. F. Fincher; Armstrong & Owen Hughes with Yoshida & Akiyama; bottom: Yoshida & Ikiyama with Sewell & Lawrence; Valentine & Humphreys with Bodker & Green. (Photos: Mee Cheung).



Play in progress in the polo match between the Somerset L. I. and "The Typhoons," which the former won. (Photo: Mee Cheung).



### OLD Clothes Made NEW

Men's clothing cleaned  
to look just like NEW.  
Our process restores the  
freshness of any garment.  
A trial will con-  
vince you we are experts.

### THE INTERNATIONAL DRY-CLEANING AND DYING CO.

19, Wyndham Street  
143, Wong Nai Chong Rd.  
73, Caine Road.  
36, Nathan Road.  
88, Tai Sui Po, Canton Branch.



—THE MOST  
IMPORTANT FOOD  
OF ALL!

GIVE THE KIDDIES PLENTY  
GUARANTEED PURE

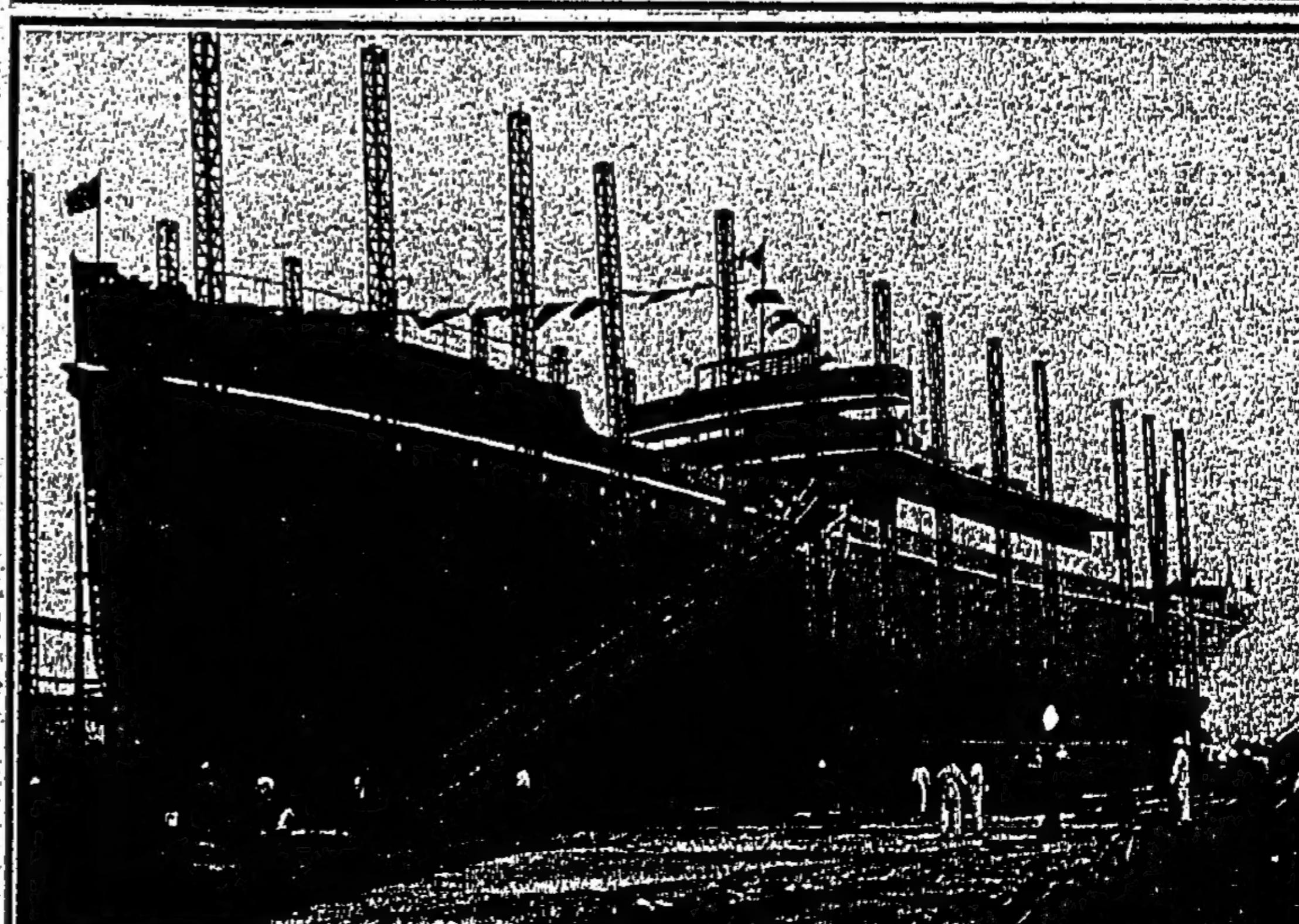
THE DAIRY FARM, ICE, &  
COLD STORAGE CO., LTD.



Another snapshot of the match between the Somerset L. I. and "The Typhoons," on Friday of last week, which the former won by two goals to one. (Photo: Mee Cheung).



An interesting football match took place last Saturday when South China defeated an Army team by three goals to two. Here is a snapshot showing the Army on the defensive. (Photo: Mee Cheung).



Photos supplied by courtesy of the Takkoo Dockyard & Engineering Co., Ltd., taken on Saturday, on the occasion of the launching of the China Navigation Company's fine new steamer Tai Yuan, which is to be placed on the run between Shanghai and Canton.

**SNOWDEN'S METEORIC CAREER.**  
TRIUMPHS EXTEND OVER MANY YEARS.



Philip Snowden, Socialist Chancellor of the Exchequer of Great Britain, finds himself to-day in the totally unexpected rôle not only of hero of his own party, but one enthusiastically backed by the Opposition parties, lauded with unanimity by the entire British press and the entire British nation.

He is the miracle man of latter-day British politics. If six years or even six weeks ago, anybody had been rash enough to predict such a thing, he would have been marked as crazy. And it is all because, for the first time in six years, a statesman has battled for the hard-pressed British taxpayer by telling Britain's late Allies that Britain is not going to suffer because of their financial plans.

**A Contrast in Men.**

The high spots of the Young plan were three:

It altered the percentages of reparations the various nations were to get from the figures adopted at Spa—and to Britain's loss.

It divided the payments Germany was to make into two classes, unconditional and conditional. The former were to be paid by Germany in any event. The latter were to be postponed or suspended in case Germany had financial difficulties.

The payments to France, Italy and Belgium were to come largely out of the unconditional reparations.

Those of Britain were to come largely out of the conditional payments. The other countries were, therefore, sure of their share. Britain was not. And, furthermore, a part of the reparations was to be made in goods largely to Britain.

Snowden plainly told the conference he was not having any.

He would not agree to any alteration of the Spa percentages which meant a net loss to Britain. He wanted a larger percentage of the unconditional payments to be allotted to Britain. And he was unwilling that Germany—a keen industrial competitor of Britain—should dump reparation goods into Britain.

**Champion of the Taxpayer.**

The British taxpayers rubbed

which one loosened and removed earth. Snowden in plain language called a spade a spade. It shocked the French, who called him a cad, and the more they insulted him in their press, the more the British cheered their champion.

**What Young Plan Provided.**

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their eyes in amazement when they read all this. Here was somebody at last battling for them. And, of all things, the hero who was doing it was the man who had been taught to fear the mat. When the Labour party was going on, from strength to strength, the Tory and Liberal leaders respected the emotional and romantic Ramsay MacDonald, but they dreaded Snowden as a man who worked according to logic and carried his logic to the point of ruthlessness.

Snowden's career is one of the romances of world politics. He was born 65 years ago, his father being a poor weaver of Cowling. The son had an aptitude for books. Largely by his own efforts, he educated himself and entered the British governmental service through its civil service ranks.

But when he was 29, one day while riding a bicycle, he had an accident which broke his frail body. He hovered between life and death. His former work now was impossible, and for a year he lay in bed passing the long hours by reading. He had been a Liberal in politics. His studies made a Socialist of him.

**His Political Rise.**

When Snowden was able to leave his room, he was doomed to go through the world with the aid of a pair of sticks. He made his living by lecturing and writing. He became chairman of the Independent Labour Party for a long period of years. He contested the House of Commons seat in the impregnable Tory town of Blackburn in 1900, but was defeated.

He was elected in 1906 and held the seat until 1918, when he was defeated, because, like his chief, the present Premier, he was a convinced pacifist and said so all during the war. In 1922 he went back to Parliament.

**His greatest triumph hitherto**

came on April 12, 1924, when, as Chancellor of the Exchequer in England's first Socialist Government, he introduced his great budget in which he took the tax off the people's breakfast table.

**Wina Epic Tribute.**

It was a dramatic scene. He stood there in the House of Commons, his sticks by his side. His face attracted attention with its blue eyes hollowed by suffering, his strong, well-formed nose, his thin, determined lips. He spoke for hours. The increasing pallor of his always white face showed the physical pain he was suffering. But from every side of the House, regardless of party, came the cries: "Go on! Go on!" It was a very rarely paid tribute.

Snowden is a master of lucid exposition. He revels in figures. He is a formidable debater, with an acid style that burns. And he flashes out memorable phrases as

**PREMIER WHO ALWAYS COMES BACK.**

**A CHARACTER STUDY OF M. BRIAND.**

M. Aristide Briand, the new Premier of France, is the most picturesque figure among world statesmen to-day.

Any man who is a failure at 35 and then rises to become Premier of his country 10 times must have more than a prayer and luck.

This 67-year-old wizard of statesmanship, whose ancestors were Bretons, has become a habit with the people of the Third Republic. He formed his first cabinet in 1909 and has been doing it at intervals ever since.

**He Outdoes the Cat.**

Nine times his government has fallen and he has gone down in collapse, but he has proved himself to have more "political lives" than the proverbial cat.

Born in Nantes in 1862, Briand became, early in life, a socialist, a champion of the cause of the working classes.

At 35, this maker of cabinets was seemingly a failure in his chosen profession—law. Half-newspaper man, half-lawyer, he preferred the easy life in the cafes of Montmartre, associating with his Bohemian friends, to serious affairs of state.

He served his first term in the Chamber of Deputies in 1902 and seven years later was asked to form his first cabinet. Nine times he has repeated it. It is a record for all the world.

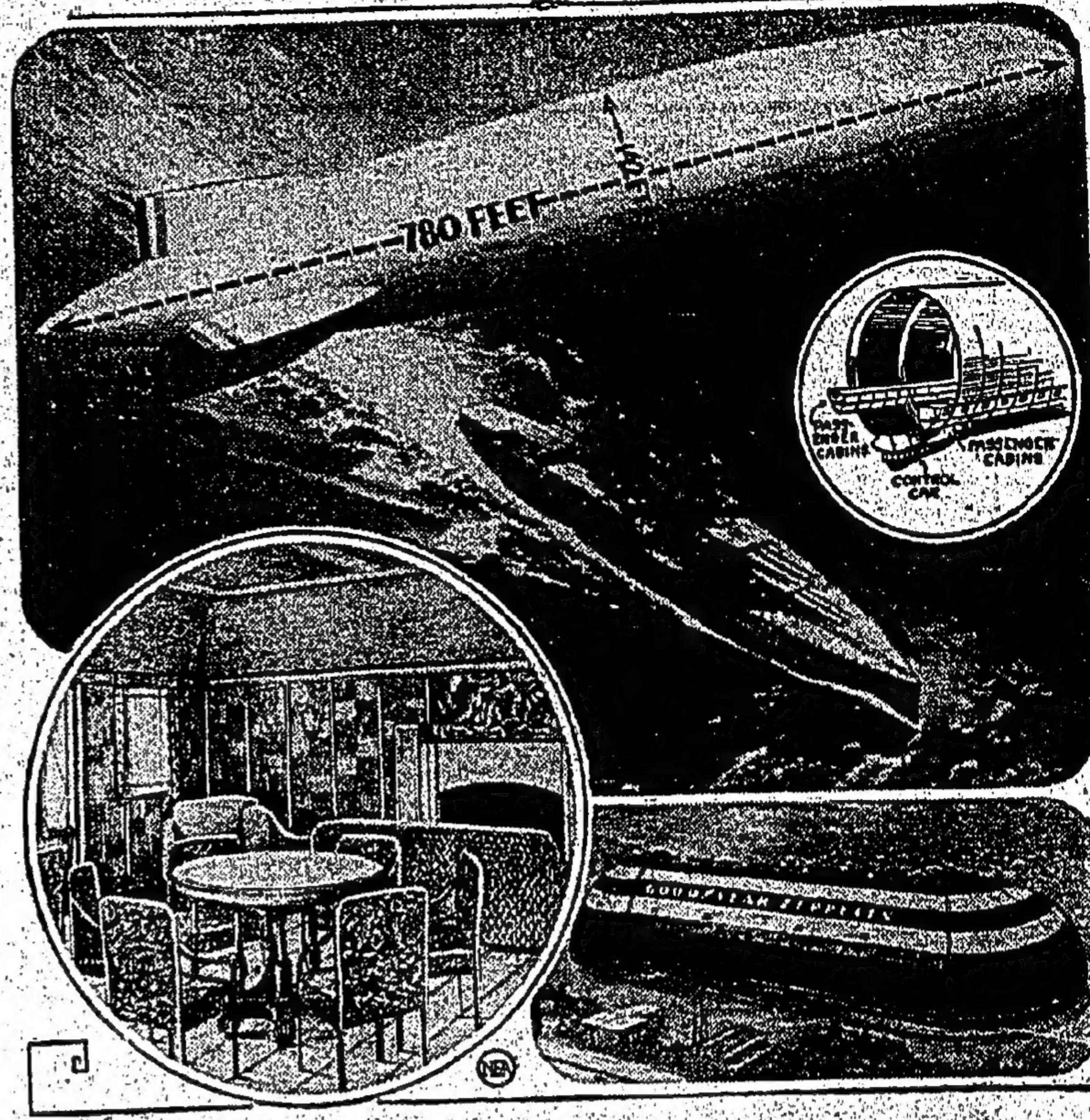
**Made Soldiers of Strikers.**

With one bold stroke, in 1910, he settled a national railway strike by issuing a mobilization order calling the strikers to arms. Then he ordered them as soldiers, to man the railroads.

Whether the occasion is an ordinary national crisis, of which France has so many, or whether it is a matter of international significance,



**AMERICA'S NEW AIRSHIPS.**  
BIGGER AND BETTER THAN THE ZEPPELIN.



The composite picture above shows how one of the U. S. Navy's two new dirigibles, now building at Akron, Ohio, will look as compared with a battleship. Each will be slightly longer, but of much greater cubic capacity than the Graf Zeppelin. The sketch shows the enclosed construction. Below is an interior of one of the roomy cabins, and a view of the huge new hangar at Akron, now nearing completion, where the great dirigibles are to be assembled.

**Glassed-in Decks.**

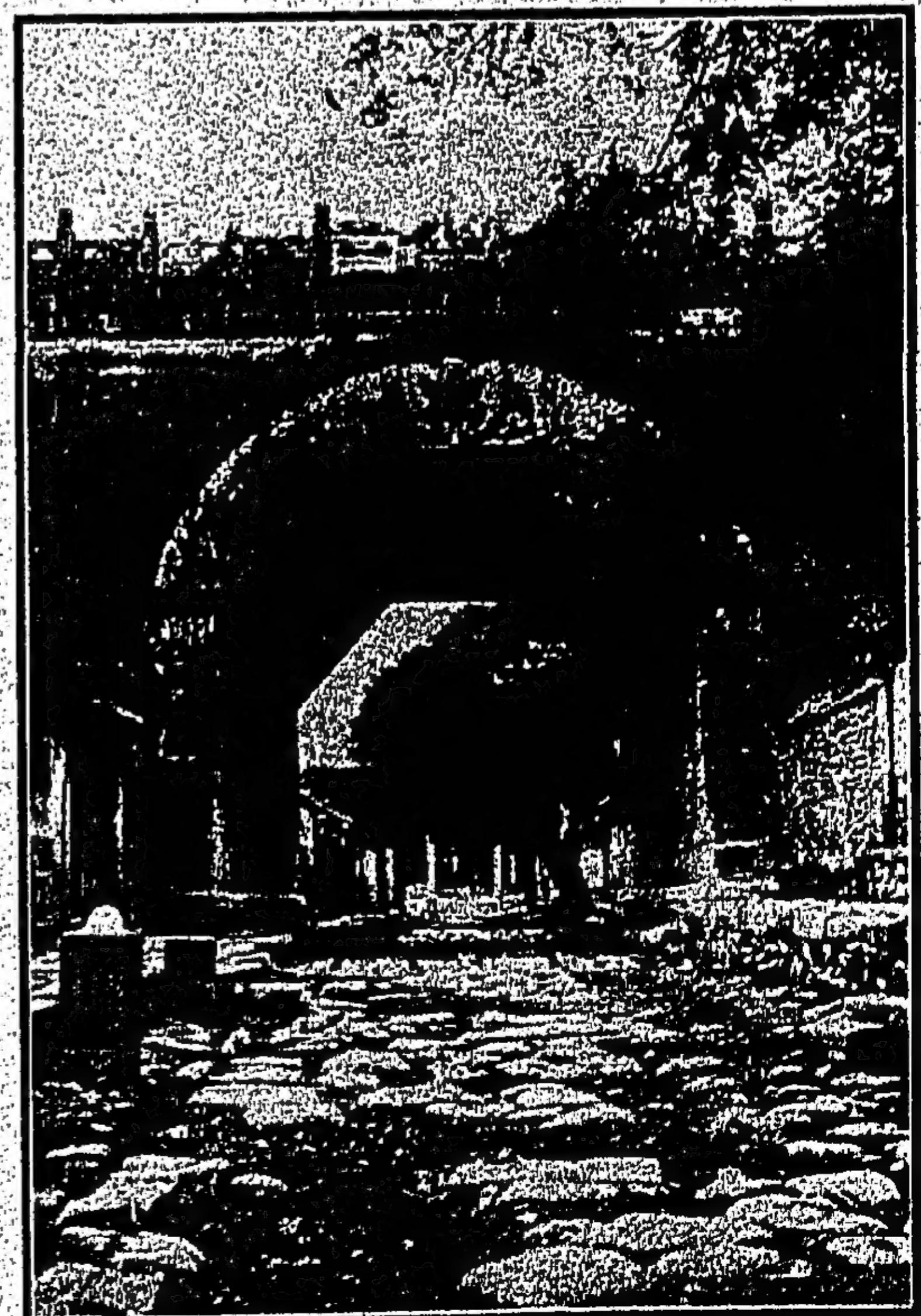
The commercial ships, it is reported, will carry the streamline principle even farther than the new naval dirigibles.

Their cabins, instead of being built at the bottom of the keel, will be higher up along the sides, with the unbroken skin of the envelope completely enclosing them. Glassed-in promenade decks will provide passengers with room to walk and relax and view the scenery below.

In addition, the propellers will be inside the ships. Wind tunnels will lead to each propeller, and the ships will move through the air without a single whirling wheel being visible.

Each of these new dirigibles probably will carry about 100 passengers. Spacious dining rooms, comfortable staterooms, wide lounges, roomy promenade decks will be available for travellers.

**IN THE NANKOW PASS.**



The Chu Yung Kuan, the only gateway between China and Manchuria, situated in the Nankow Pass.

**GLIMPSES OF NATIVE LIFE.**



Young hopefuls perched on a pile of straw at Stanley.  
(Photo, W. Stone.)

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M. Aristide Briand, the new Premier of France, is the most picturesque figure among world statesmen to-day.

Any man who is a failure at 35 and then rises to become Premier of his country 10 times must have more than a prayer and luck.

This 67-year-old wizard of statesmanship, whose ancestors were Bretons, has become a habit with the people of the Third Republic. He formed his first cabinet in 1909 and has been doing it at intervals ever since.

**He Outdoes the Cat.**

Nine times his government has fallen and he has gone down in collapse, but he has proved himself to have more "political lives" than the proverbial cat.

Born in Nantes in 1862, Briand became, early in life, a socialist, a champion of the cause of the working classes.

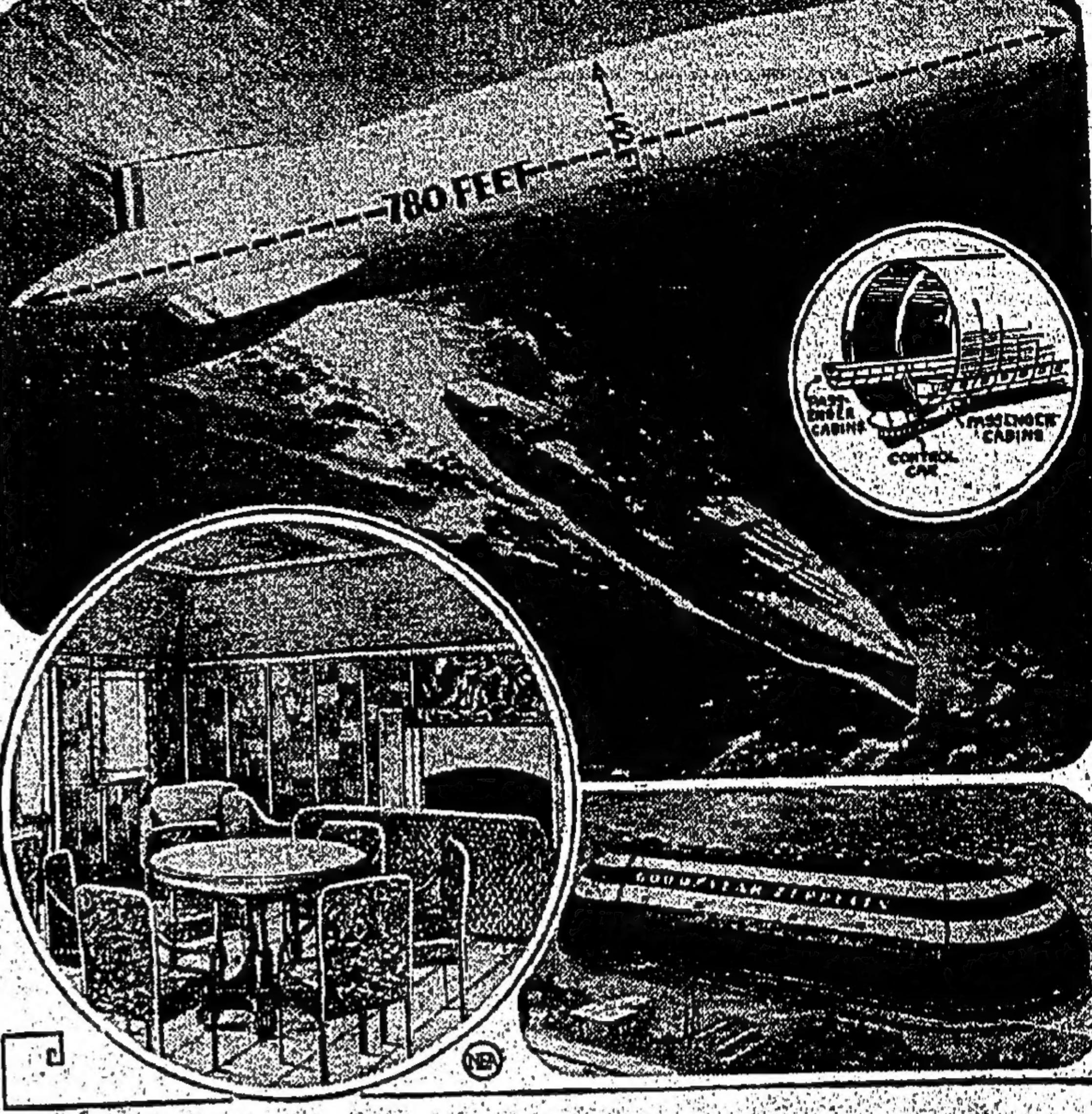
At 35, this maker of cabinets was seemingly a failure in his chosen profession—law. Half-newspaper man, half-lawyer, he preferred the easy life in the cafes of Montmartre, associating with his Bohemian friends, to serious affairs of state.

He served his first term in the Chamber of Deputies in 1902 and seven years later was asked to form his first cabinet. Nine times he has repeated it. It is a record for all the world.

**Made Soldiers of Strikers.**

With one bold stroke, in 1910, he settled a national railway strike by issuing a mobilization order calling the strikers to arms. Then he ordered them as soldiers, to man the railroads.

Whether the occasion is an ordinary national crisis, of which France has so many, or whether it is a matter of international significance



The composite picture above shows how one of the U. S. Navy's two new dirigibles, now building at Akron, Ohio, will look as compared with a battleship. Each will be slightly longer, but of much greater cubic capacity than the Graf Zeppelin. The sketch shows the enclosed construction. Below is an interior of one of the roomy cabins, and a view of the huge new hangar at Akron, now nearing completion, where the great dirigibles are to be assembled.

**Glassed-in Decks.**

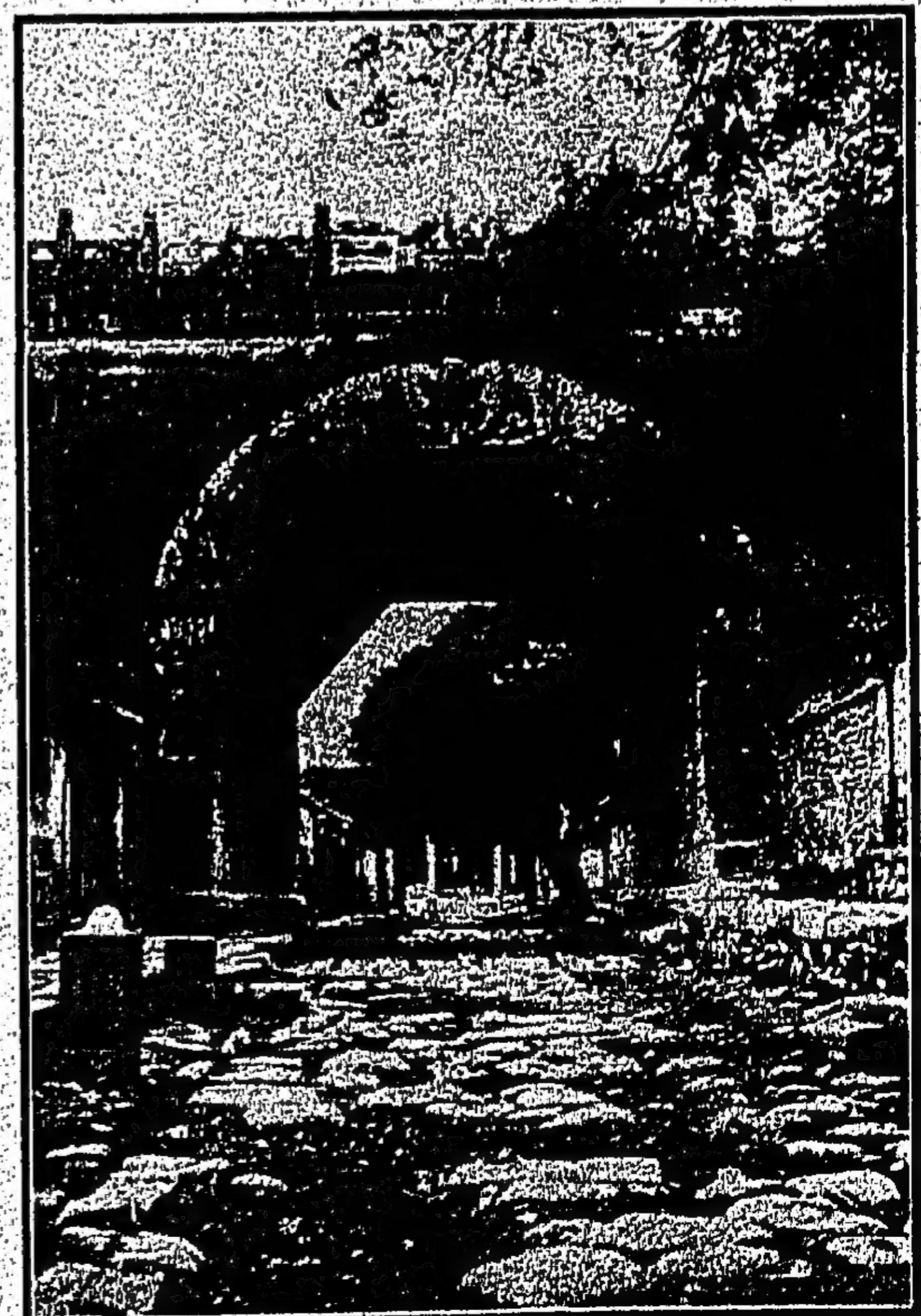
The commercial ships, it is reported, will carry the streamline principle even farther than the new naval dirigibles.

Their cabins, instead of being built at the bottom of the keel, will be higher up along the sides, with the unbroken skin of the envelope completely enclosing them. Glassed-in promenade decks will provide passengers with room to walk and relax and view the scenery below.

In addition, even the propellers will be inside the ships. Wind tunnels will lead to each propeller, and the ships will move through the air without a single whirling wheel being visible.

Each of these new dirigibles probably will carry about 100 passengers. Spacious dining rooms, comfortable staterooms, wide lounges, roomy promenade decks will be available for travellers.

**IN THE NANKOW PASS.**



The Chu Yung Kuan, the only gateway between China and Manchuria, situated in the Nankow Pass.

**Lesson from Shenandoah.**

</div

# Fashion's New Lengths



I. Shining Satin Softens the Sophisticated Lines Of This Strikingly Simple Evening Gown. A Normal Waistline Wedded to a Deep Hip Yoke Achieve a Svelte Line Almost to the Knees. The Full Flounce Is Tucked at the Top—Scalloped Along Its Lower Edge.



II. Dark Felt Insets Simulate a Band On This Charming Off-the-Face Hat Worn By Ziegfeld Star Ruth Etting.



III. This Glamorous Evening Wrap Of Gorgeous Black Chiffon Velvet Makes a Charming Accompaniment For the Gown at the Left. Faithful to Fashion's New Whim, The Gown Plays Peek-a-Boo beneath the Wrap's Hem.



IV. This Feminine Afternoon Frock Of Beige and Brown Crepe Features a Lovely Double Scarf And a Full Circular Flounce.

V. Fall Weather Holds No Terror For This Four-Piece Daytime Frock Of Sturdy Tweed and Warm Jersey. Two Coats, One Long and Furred, Extend This Outfit's Usefulness Far Into the Coming Winter.

By FRANCES CLYNE

Creator of the models shown on this page.

THE fourth dimension is all very well for intellectual discussion, but there is only one dimension that really interests the fashionable woman this season—that is length. If she has breadth and thickness, that is her bad luck, and if she cannot disguise it by skillful costuming, she must join the ranks of 18-day dieters, take to the open road for a daily hike, or exercise firm self-denial in the face of culinary temptation.

For the long line is fashion's delight—particularly the effect of length from the waistline to the shoe tip. Styles are having the obvious reaction from abbreviated, short skirts, and short thighs. Not that skirts are long in the old way, but the feeling is for apparent length.

The whole secret, of course, is the higher waistline. If you shorten the bodice, you naturally lengthen the skirt. And that is what fashion is doing, emphasizing the natural waistline, showing the natural curve at the waist, and thus giving the short-waisted, long-legged effect that distinguishes this season's afternoon and evening frocks.

COATS are every length, from the short cardigan jacket, to elaborate creations that are almost as long as the longest skirts, and have irregular and interesting hemlines.

This is a season that does not despise the obvious attempt to please—dresses for day have delightful lingerie touches, stitching, bows, shirring, buttons, folds, and practically every known device for securing adornment, but all is done with a restrained, knowing hand. It is one thing to look feminine, and quite another to look fussy.

Illustrated here are some of the most wearable of my fall collection, all with style features that may be counted on to last through the season.

I. A TYPICAL satin evening gown features a normal waistline and a deep hip yoke that gives a close, svelte line almost to the knees. The flounce is tucked at the top and scalloped at the hem, and reaches almost to the floor in the back. It is very full and falls in graceful folds. This gown has dignity and beauty. It emphasizes fine material and a sophisticated cut.

II. MILLINERY, too, is changing its lines. Hats are revealing the eyes and the forehead, and covering the neck more than ever before. A typical style is this one made of light and dark felt with the rolled brim in front, and an insert of dark felt around the brim to give the effect of a band. Its youthfulness and chic recommend it highly.

III. ALLIED in feeling to the evening gown at the left is this wrap of black chiffon velvet, banded with white fox. It repeats the fashionable skirt line in its own ample skirt. You will notice that the frock hangs below in front, decidedly, and moderately in the back—that is the new coat trick—to reveal the gown beneath. This is the type of coat that the woman who buys only one evening wrap a season should select, since it can be worn with any number of gowns.

IV. A TYPICAL afternoon frock is this one in beige and brown crepe, with a double scarf and a very full, circular flounce. Notice that the waistline is emphasized in the cut and that it follows the line of the flounce. The sleeves are delightfully feminine, and the collar that is a cape as well is novel and extremely becoming.

V. FOR day wear, this four-piece suit of tweed is one way of meeting the fall weather with equanimity, and to be prepared for any fate. It boasts a skirt of tweed, and an overblouse of jersey, trimmed with tweed. There are two jackets, one long and fur-trimmed that will do service all winter, and one that is short, and may be used for early fall. In Paris last season it was smart to wear two coats, and this season we may expect to do it here.

VI. THE use of lame as a material for the afternoon and formal tea gown is important this season and is shown in this model with the surprise neckline, and the skirt with the inserted godets. There is a delightful con tradition in taking a glamorous material, dedicated to evening, and treating it like jersey or tweed. And it is very effective.



VII. This Formal Tea Frock Illustrates A Delightful Mode of the Moment. Lame Used for Afternoon Wear! It Features an Unusual Neckline And Inserted Godets in the Skirt.

## TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

# Hongkong Telegraph.

## Pictorial Supplement

September 28th, 1929.

FOR ADVERTISING RATES  
IN THIS SUPPLEMENT,

Apply to  
THE MANAGER,  
THE HONGKONG TELEGRAPH  
1-3, WYNDHAM STREET.  
TELEPHONE CENTRAL NUMBER ONE.



### 'tween season woollies

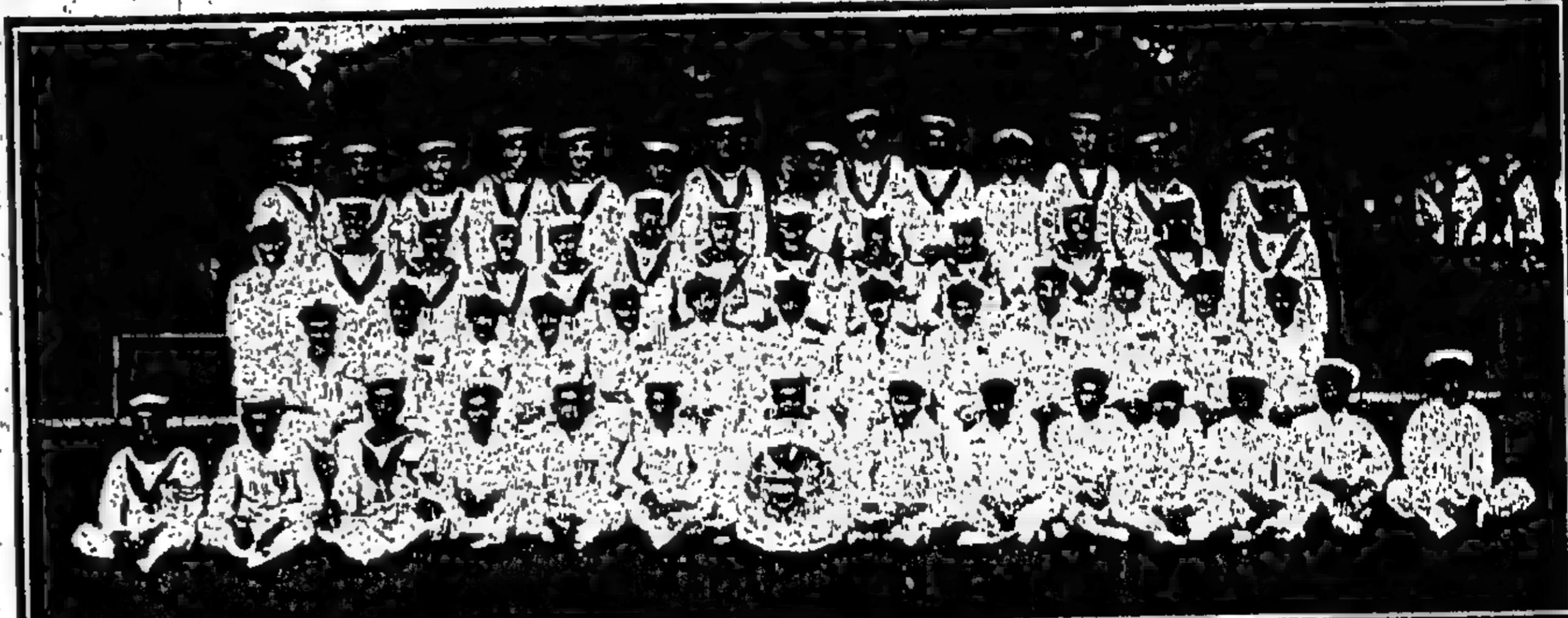
The chilly evenings now so imminent make a light weight woollie a necessity.

Those which we are just now showing are made in heather mixtures of unusual beauty in fine soft wool—warm enough and yet not clumsy.

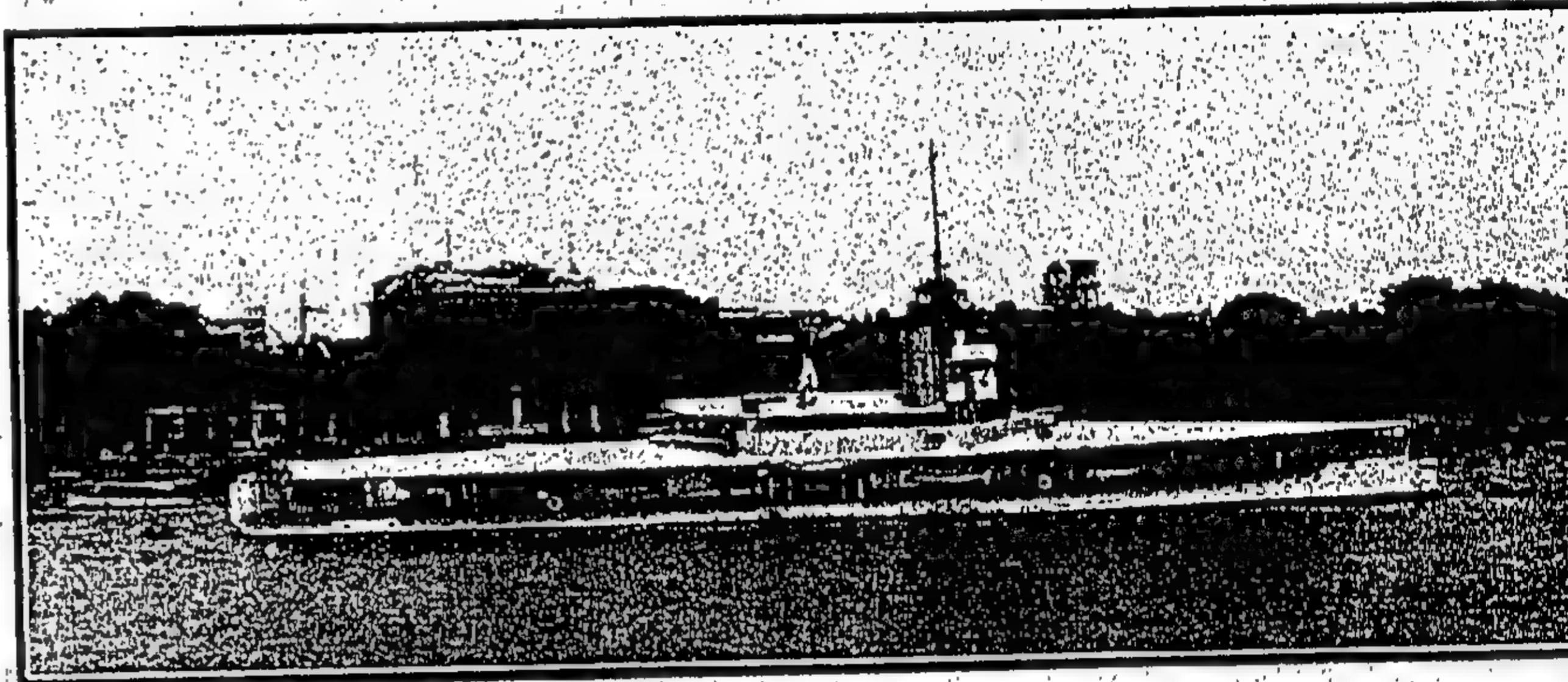
*Mackintosh's*



The waterfall at Aberdeen, near the paper mill reservoir. (Photo by courtesy of Mr. W. J. Hawker).



The officers and men of H.M.S. Cicala, one of the British gunboats employed on the West River patrol.



Here is a recent photograph of H.M.S. Cicala, lying off the Bund at Shamian.



### Know!

There is only one way to know the exact condition of your eyes—an examination by an expert. You may think you see well, but are you sure? Find out. Have your eyes examined to-day. If a simple evening's pleasure ends in a headache, look to your eyes.

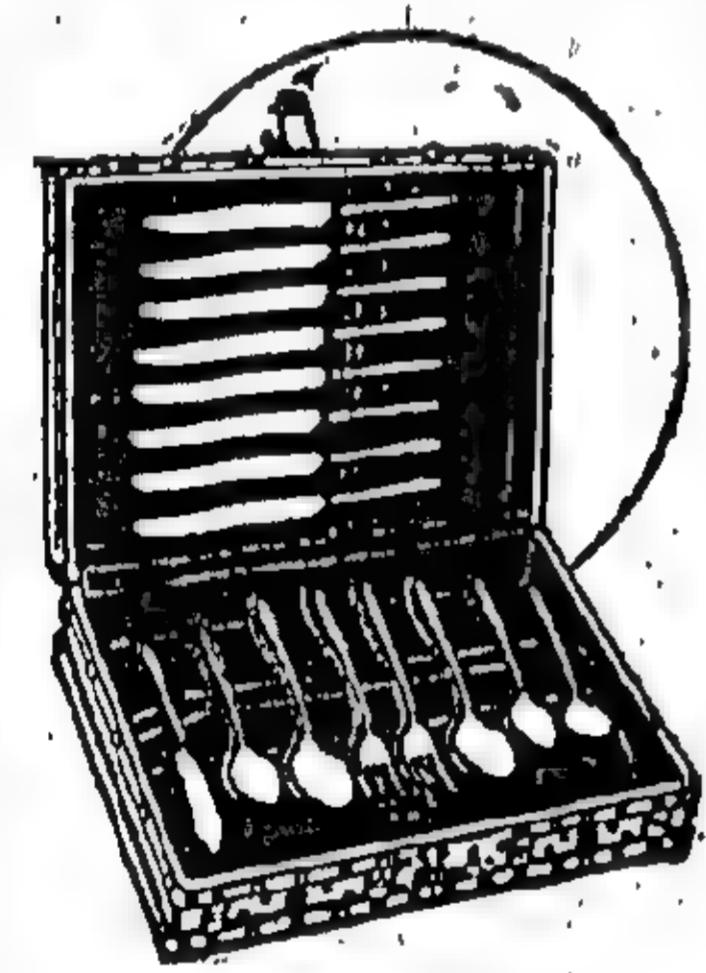
### LAZARUS

Hongkong's Only European Optician—Established 40 years.

Manager:—Ralph A. Cooper  
F. I. O. Registered Optometrist.  
(Canada)

### Useful Gifts

ULLMANN'S ESTABLISHMENT IS JUSTLY FAMED FOR ITS ATTRACTIVE SELECTION OF USEFUL GIFTS



—SUITABLE FOR ALL OCCASIONS

You are cordially invited to inspect.

J. ULLMANN & CO.  
CHATER ROAD.



A pretty picture of Aberdeen, showing part of the fishing fleet at anchor. (Photo by courtesy of Mr. W. J. Hawker).



An interesting picture of Deep Water Bay, showing the golf clubhouse on the right. (Photo by courtesy of Mr. W. J. Hawker).



Lady Clementi distributing prizes at the lawn tennis "At Home" held at the Hongkong C.C. ground last Saturday. (Photo: Mee Cheung).

## Whiteaways

WHITEAWAY LAIDLAW & CO. LTD.  
NEW STOCK OF DRESS SHIRTS.

### Dress Shirts

English tailored. Dress shirts. Body made of good durable longcloth. Neat Pleated fronts. Stiff cuffs.

**\$5.50 to \$6.95**

Stiff linen fronts.

**\$6.95**

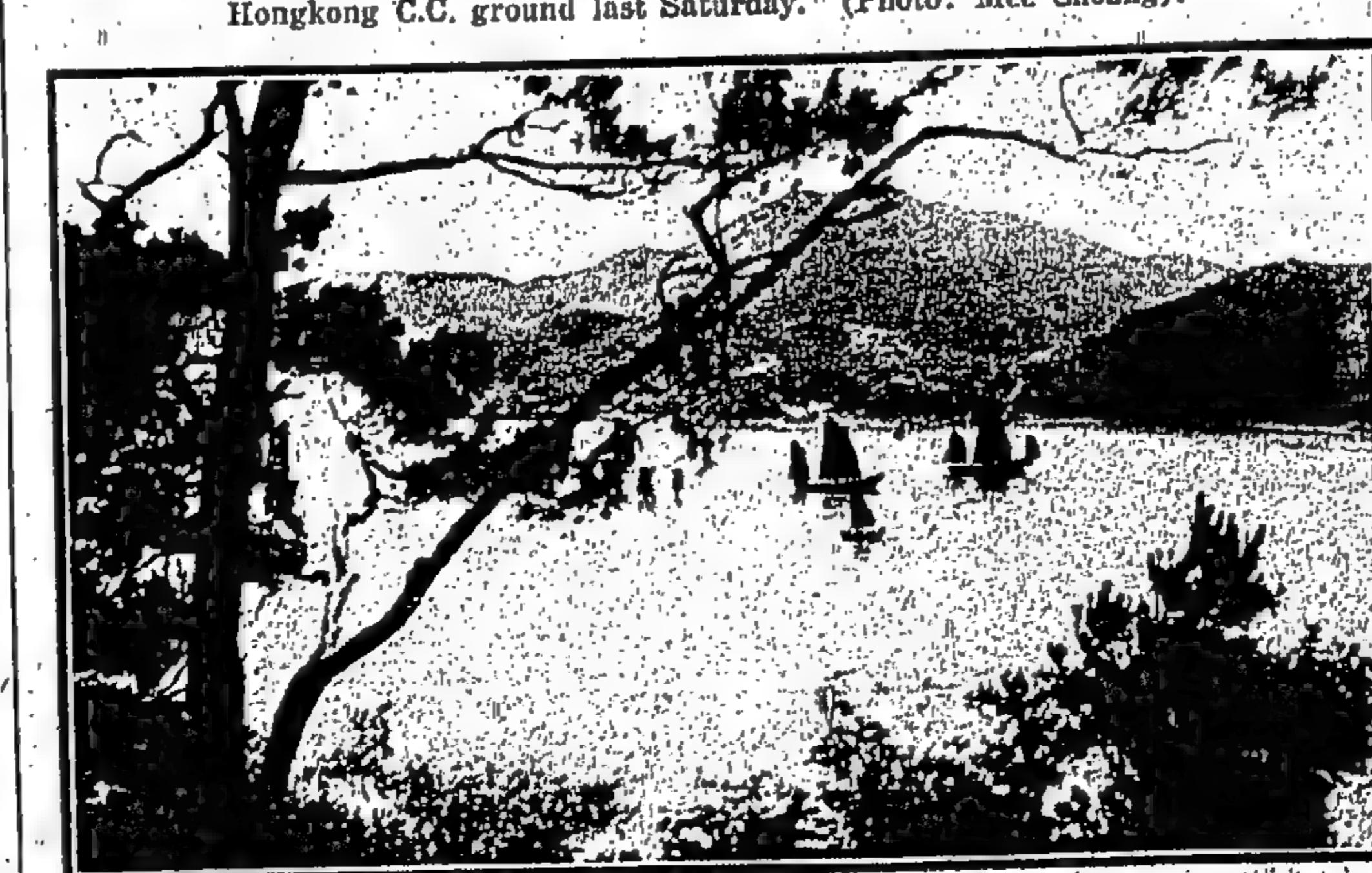
Stiff linen fronts.

Coat Style.

**\$7.50**

MEN'S OUTFITTING DEPARTMENT.

WHITEAWAY LAIDLAW & CO., LTD.  
Hongkong.



Here is another extremely artistic picture taken at Aberdeen. (Photo by courtesy of Mr. W. J. Hawker).



T. Honda (left) and Lim Bong-so, the Straits player, who met in the final of the C.A.A. tennis tournament. The latter won by three straight sets. (Photo: Mee Cheung).

## 18,000 MILES TRIP.

Roosevelt's Recent  
Touring Record.

## AT LITTLE COST.

A motor trip of more than 18,000 miles without thought of engine adjustment and at no cost whatever except for gasoline and oil is well within the realm of the motorist with a modern automobile at his command and endless miles of good roads before him.

Such was indicated, at least, by the recent tour of Leslie Morrison and Norman Neal of Lawrence, Mass., who visited every State Capitol in the United States in less than thirty days in their Marmon-built Roosevelt 'straight-eight' sedan.

Aside from travelling 18,244 miles in twenty-nine days, the remarkable part of this Capitol-to-Capitol journey was the expense log of the two men which revealed a total expenditure of only 8 cents on the eight-cylinder engine of the Roosevelt car. This sum was spent for a nut and bolt used to secure the exhaust pipe to the exhaust manifold.

Not once, during their trip did Morrison or Neal lift the hood of the Roosevelt to inspect or replace a spark plug, to examine the distributor or adjust the carburetor. Not a tool of any kind was taken in hand for use on the engine, nor was a moment lost in repairing or adjusting any one of the

minor ailments which oft-times arise in cross-country trips as well as in ordinary day in and day out driving.

The twenty-nine days of the Capitol-to-Capitol tour were filled with many unusual as well as practical features, and a log of the journey would gladden the heart of the lover of scenic beauty as well as the exponent of "see America first."

Of interest to the layman was the performance of the Roosevelt car not only over paved and improved roads and boulevards but through the mountains, the desert and the natural topographic obstacles to smooth and uninterrupted touring enjoyment. An average of more than 600 miles a day for twenty-nine consecutive days was evidence of the stamina and dependability of the modern automobile and it is noteworthy that during one day a distance of nearly 1,000 miles was travelled.

Scores of spots of historic interest in addition to many of the country's show places were visited by Morrison and Neal. They saw two oceans and the Gulf of Mexico; were within a few miles of the Canadian border and the Mexican border; viewed the scenic beauty of the White Mountains of New England and the Rocky Mountains of the west; saw the lakes of Minnesota and the wheat fields of Kansas; shook hands with many Governors and state officials, and then received the plaudits of their New England friends less than a month after their departure from Boston.

# \$2,100

WILL BUY A FIVE SEATER  
CAR OF HANDSOME BUILD  
AND UNQUESTIONABLE PER-  
FORMANCE — A CAR YOU  
WILL BE PROUD TO OWN FOR  
ITS DIGNITY OF APPEARANCE  
— AND GLAD TO OWN FOR  
THE SAKE OF ECONOMY.  
AND THAT CAR IS THE

## PONTIAC

IT IS BUILT BY THE FAMOUS  
FIRM OF —

GENERAL MOTORS  
THE GREATEST MOTOR CAR  
MANUFACTURERS IN THE WORLD.

THE IDEAL CAR FOR HONGKONG.

ASK FOR OUR  
SPECIAL  
PAYMENT TERMS

WHEREBY EITHER PONTIAC OR  
OAKLAND CARS MAY BE EASILY  
PURCHASED OUT OF INCOME.

Lane, Crawford, Ltd.

Tel. C. 4567 or C. 3193.

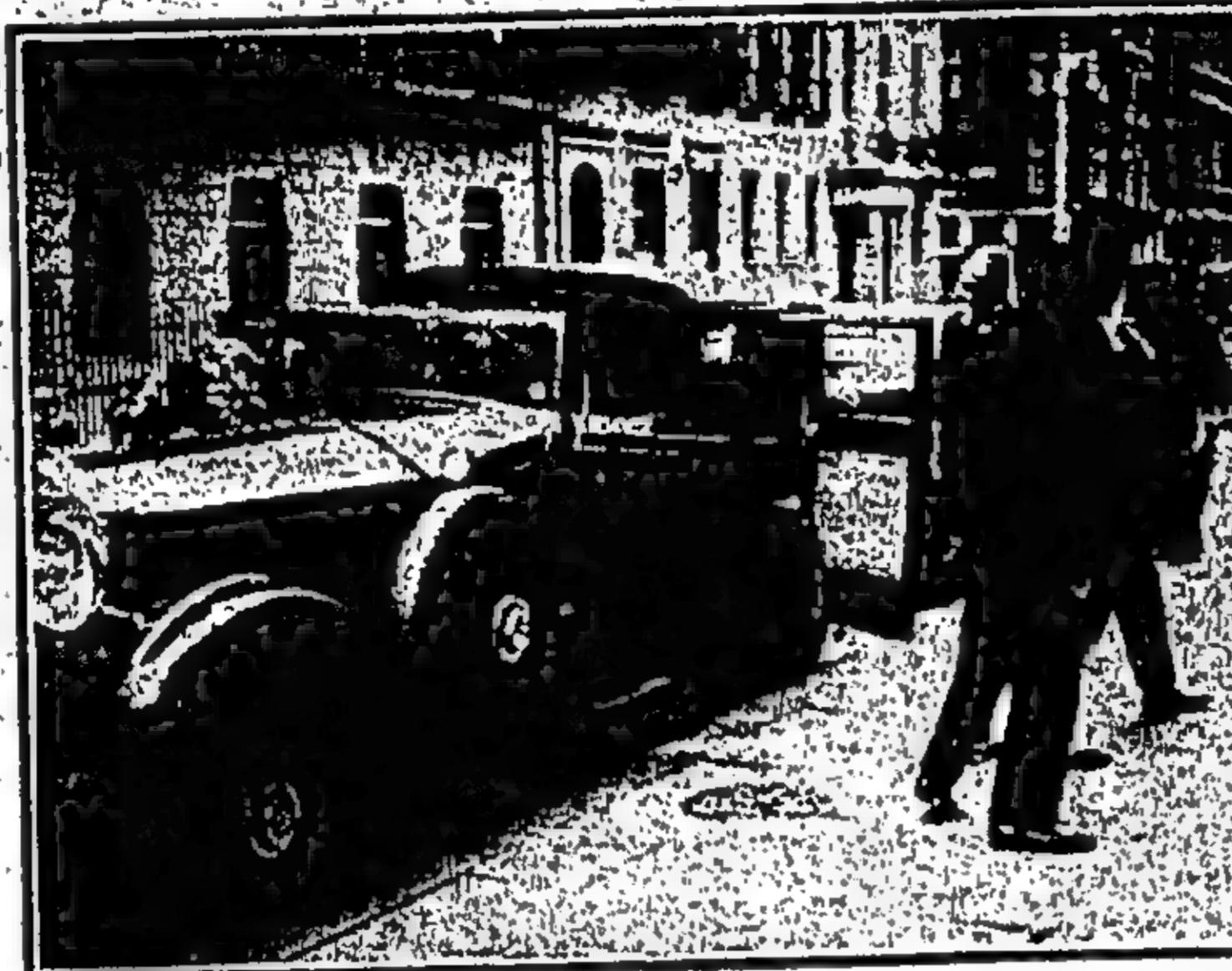
## MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to The Hongkong Telegraph by R.A.C.]

## The Approach of the Show Season

The coming autumn will be an important one for the British Motor Industry as a whole in view of the fact that there will be three distinct Exhibitions at London's great Olympia, the Motor Show, the Commercial Motor Exhibition, which is held every two years, and the Motor Cycle Exhibition. The first of the series is the Motor Show, which will be open from October 17 to 26, and already rumour is ripe concerning surprises in store for the motorizing public.

Meanwhile, the Wolseley



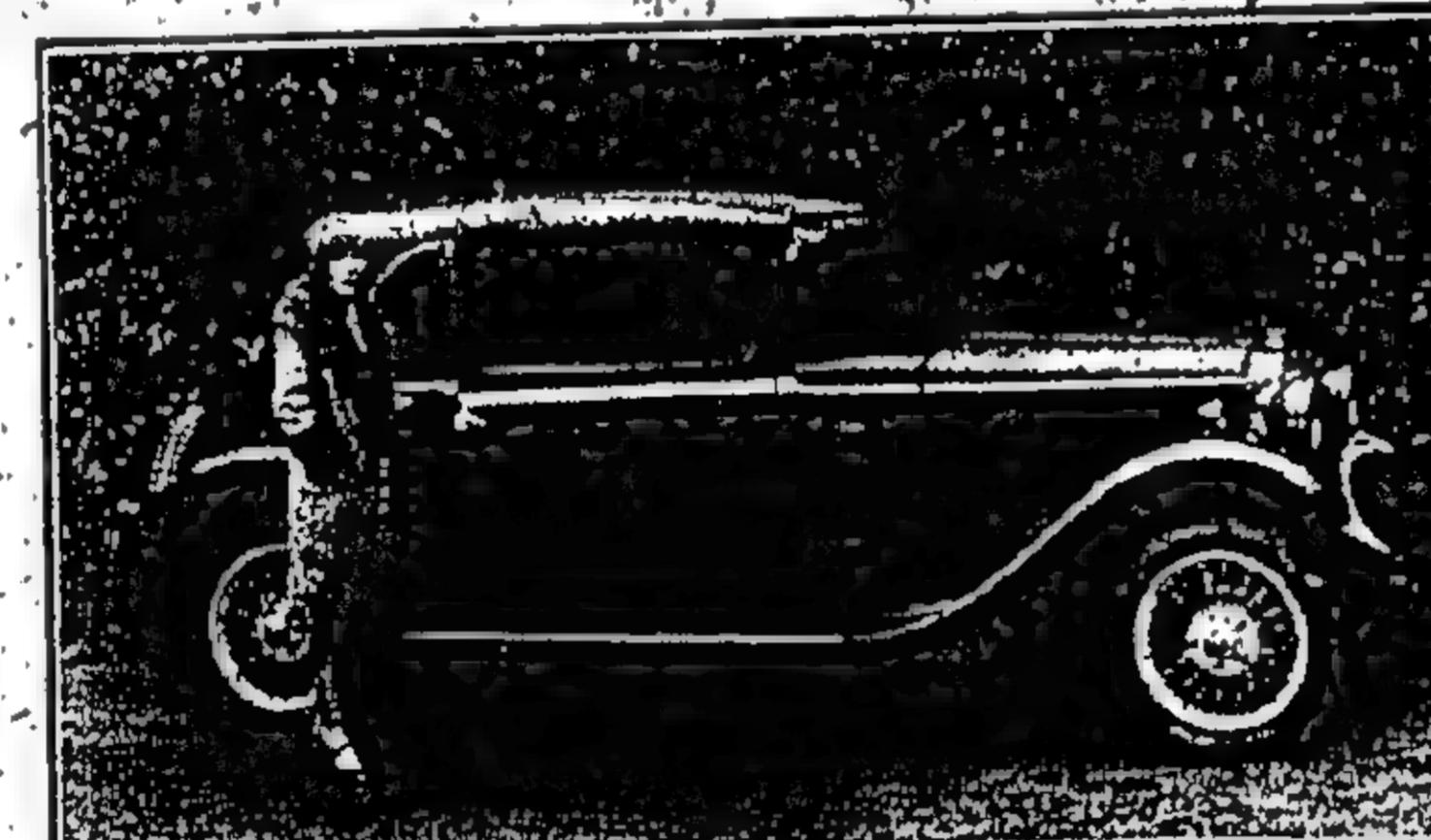
King Fuad of Egypt alighting from a 40/50 h.p. Rolls-Royce with limousine de ville body, during his recent visit to London.

Many firms, however, do not wait for the great Show before announcing their next year's programme and, from now onwards, there is a constant stream of information becoming available concerning new models and manufacturers' intentions generally so that it is a period of very considerable interest for the motorist.

## Cars of Distinction.

Some 1930 Programmes. One of the first programmes to be made public is that of Aceses cars, of which the president genius is, of course, Mr. S. F.

Messenger, which has a 6-cylinder engine of 2,677 c.c. capacity, is winning golden opinions from Overseas motorists. Numerous examples have now been thoroughly tried out under the most strenuous conditions in many parts of the Empire and have acquitted themselves excellently.



The Hon. Mrs. Victor Bruce, probably the World's most famous lady driver, has selected a Hillman Straight Eight Segrave Coupe, supplied by Rootes, Ltd., for which firm Lane, Crawford's are the local agents.

Edge. The manufacturers are the limousine de ville body by Thrupp & Maberly. In this type the canopy over the driver can be folded back, if desired, and by dropping the centre division, the body becomes a luxurious saloon. A Rolls-Royce has been presented to the Chief Scout, Lord Baden-Powell, by the Scouts of the world and no finer choice could have been made.

When the Bishop of Norwich was married recently, his friends presented him with a Sunbeam limousine. This was finished in episcopal purple, and when the



T.R.H. Prince and Princess Arthur of Connaught with their new 20/65 h.p. Humber Limousine.

There is to be no change in the presentation ceremony took place 14/45 h.p. Talbot, either in model in the Royal Court of the Palace of Westminster, the car attracted a great deal of attention among the guests present.

The list of Hillman owners, which is headed by Sir Henry Segrave, has received a notable addition in the Hon. Mrs. Victor Bruce, who has just bought one of the Straight-Eights from Rootes Ltd. Mrs. Bruce's motoring achievements are truly world famous, perhaps the most outstanding being her 24 hours record at Montlhery a short while ago.

ago, when she averaged nearly 90 m.p.h. with the 1½-litre Bentley. Thus, the choice of any particular make of car by such an authority is the most convincing testimony to its qualities.

## Motor Cycle Hour Record.

The British Motor Cycle Industry in general and the makers of the A.J.S. machine in particular, scored a magnificent triumph at Montlhery when A. Denly broke the classic Hour Record. With his 495 c.c. overhead-camshaft A.J.S., he covered 104.51 miles in 60 minutes, and then went on to beat the two-hour record, which he raised by 1.08 m.p.h. Altogether, counting all the classes, he gained 12 records.

Matchless machines have been adding to their long list of successes with almost monotonous regularity. Apart from numerous awards in races and trials all over the country as well as abroad, in the recent 200 miles Solo Races at Brooklands, the 1,000 cc. Clais was won by R. Barber on a 600 cc. Model "V/2" at an average speed of over 90 m.p.h., while in the 500 cc. Class, H. W. Collier on a 495 cc. Model "V/2" was second.

## A Point of Design.

An interesting point about the new Triumph "C" models is the tangential brake anchorages. On rough roads, particularly, these are of the utmost possible value as full braking effort can be exerted without fear of damaging the frame. With the more usual form of design, braking stresses are concentrated on a limited portion of the front fork and back stays and are likely to cause fracture of these vital parts, but this weakness is overcome by the introduction of tangential anchorages, which distribute the stresses over the whole area of the forks and stays and thus provide an unusual factor of safety.

## Progress of the Six-Wheeler.

This year's Commercial Vehicle Show, which will be held at Olympia from November 7 to 16, will be of more than ordinary interest owing to the gigantic progress in road transport made since the last exhibition in 1927. During the period that has elapsed, the vast potentialities of the rigid six-wheeled type of vehicle for opening up undeveloped areas in the Empire have come to be more fully realised while, at home, the great railway companies have started on big schemes of road services to co-operate with their rail systems.

A particularly fine feat stands to the credit of a Morris Commercial 6-wheeler which, earlier in the year, conquered the Nankou Pass, the sole outlet from China into Mongolia. This notorious "road" is littered with great boulders and intersected with stone watercourses, which, being more than 6 inches high and crossing the track at an angle, caused the front wheels to leap into the air. Single tyres were fitted in place of double, reducing the track to little more than 4 ft., and it was as well that this was done for, even so, there was only just room to squeeze by in places. The lorry carried 10 passengers and a load of over 3,000 lbs., and the accomplishment created intense interest all over China.

Even in England there are to be found places where the value of the 6-wheeled vehicle under very difficult conditions can be demonstrated. Thus, a Guy 5-tonner with a full load was driven up one of the most severe hills in Shropshire, where in places the gradient was as steep as 1 in 2. Such a performance speaks well for a vehicle designed to operate in countries where roads are of a primitive nature or are actually non-existent.

## For Heavy Loads.

A notable addition to the ranks of British rigid 6-wheelers is the new Leyland "Hippo," designed to carry 12 tons. It is fitted with a 6-cylinder engine developing 72 h.p. at 1,000 r.p.m., a 4-speed gearbox and large diameter brakes acting on all six wheels. With a view to providing the largest possible platform area, the cab accommodates a driver and two mates, is placed over the engine, thus permitting a loading area of 22 ft. by 7 ft. 2 in.

For loads up to 15 tons, the Garrett rigid 6-wheeler steam wagon has many adherents.

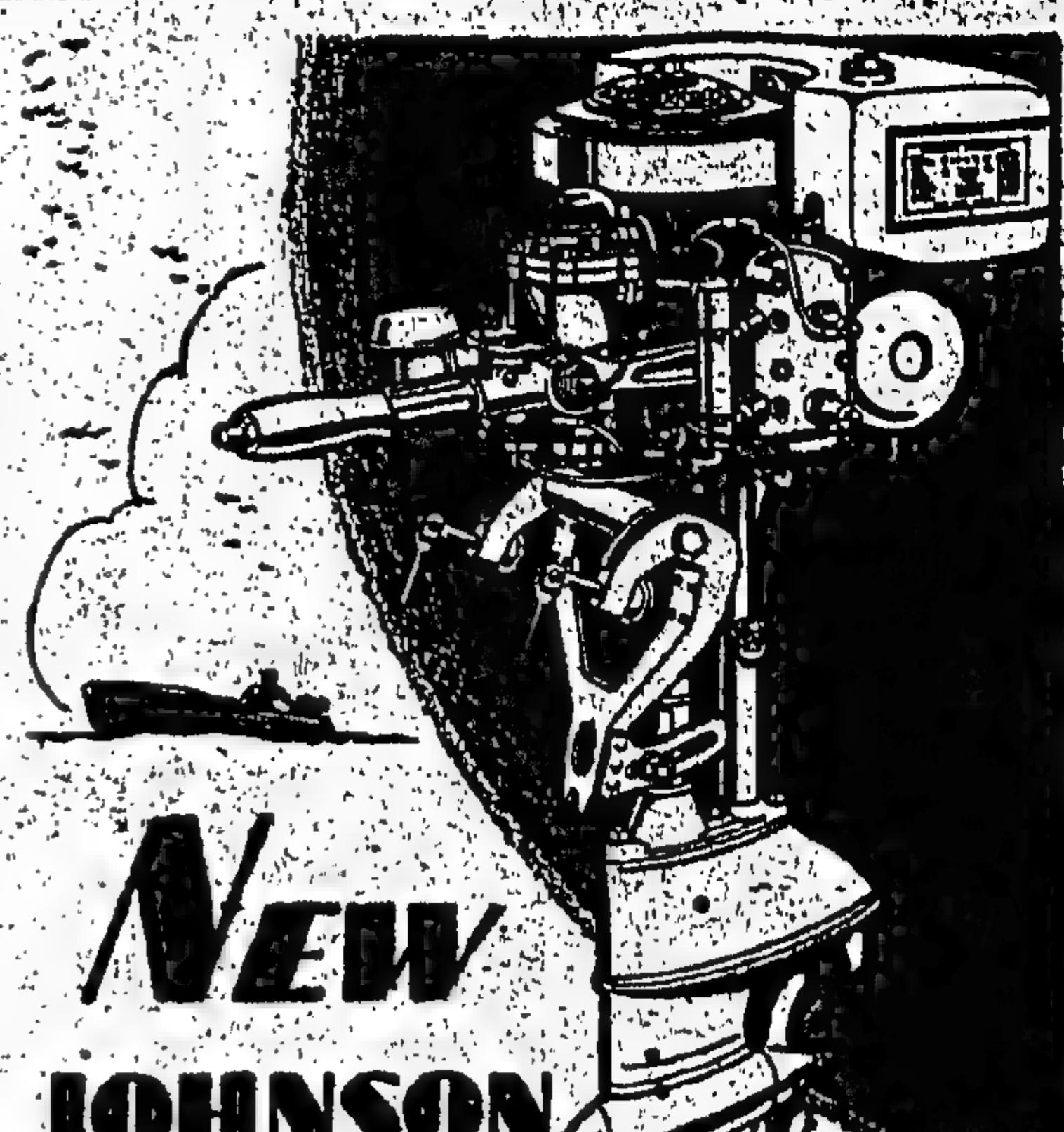
The Liston firm were the originators of the type, the first model being built over 8 years ago.

One of the most important features is the forward position of the driver, who sits at the side of the boiler and not behind it, thus obtaining a far better view.

The construction of the rear axle arrangement is on the twin axle principle and the success of the design is shown in the life of the tyres. One user, for instance, states that a set of rear tyres has done 20,000 miles with only ½ inch wear and that they are good for another 20,000.

## A Useful Trailer Fire Pump.

There are many places throughout the Empire Overseas where a fossilized fire engine could not possibly penetrate owing to the confined space, yet such areas are often those most likely to become embroiled in a serious conflagration.



## HERE is the king of the Sea-Horses—Johnson

Sea Horse 32. It is a high speed Class D motor and this season has hung up records of speed, endurance and power all over America.

This Sea Horse is equipped to give its owner everything he can ask.

The Johnson Release Charger is one of the contributing factors to the efficiency of this leader of outboard motordom. With this Johnson invention, starting is certain and its ease is so marked that the exertion is negligible. An easy tug of the starting rope starts the Sea Horse on its way.

This powerful motor is so quiet that even at high speeds all the noise heard is the sweetly reassuring whirr of smooth-running machinery. The Johnson Underwater Exhaust does away with exhaust noises and exhaust fumes as well.

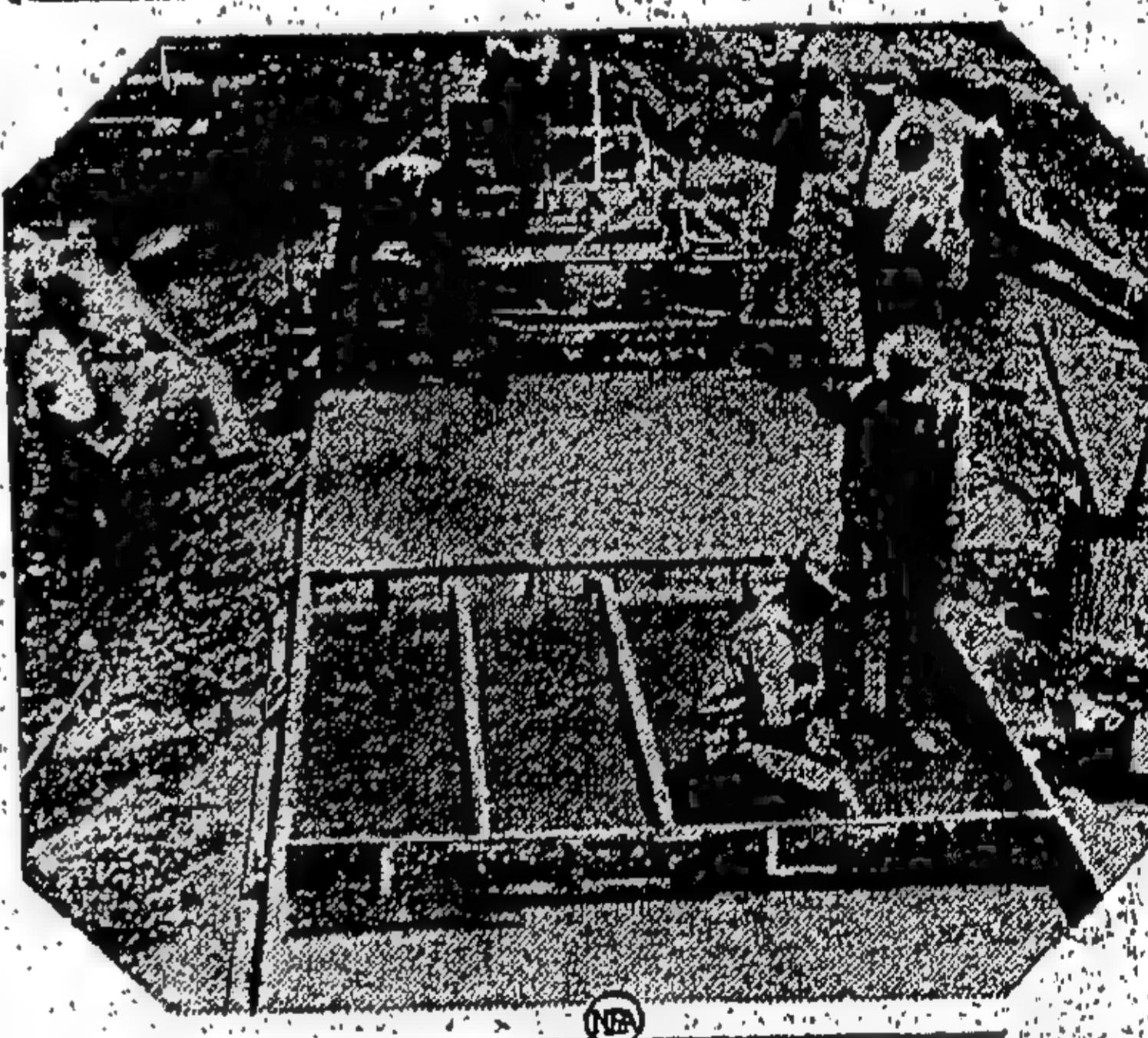
There are other Johnson Sea Horses—they range in price from \$115 to \$325 f.o.b. Waukegan, Ill. Easy payments if desired.

For full particulars apply to

ALEX. ROSS & Co. (China) Ltd.

**Johnson**  
Outboard  
Motors

## MODERN ROAD TESTING.



Laying the half-mile test highway at Arlington, Va.

The test road is being built of \$1,000 a mile in the cost of constructing concrete pavement using standard equipment and machinery for mixing and finishing the concrete. One difference, however, is that it is really 23 roads in one, the half-mile stretch being made up of slabs of concrete nine feet square. Each slab will be made of a different kind or amount of coarse stone or gravel and different amount of water used in the mixture.

The engineers believe that a larger proportion of gravel or crushed stone than is now used in concrete pavements will not only increase the strength and durability of the concrete, but will be a substantial saving in construction costs.

Take, for instance, the narrow streets and tortuous alleyways of the average native bazaar, where the risk of fire is ever present but very difficult to cope with.

For such occasions the Dennis trailer fire pump, a light and compact unit, is singularly well suited. It has an output of 200 gallons per minute at a working pressure of 135 lbs. per sq. in.

This very efficient and mobile machine is being widely used by the principal fire brigades in Britain and throughout the Empire as an auxiliary to their fleets of larger engines and, also, by smaller towns and villages, which are unable to afford the luxury of a self-propelled vehicle and yet realize the very real danger of obsolete plant.

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The test road is being built of

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L. N. E. R.  
and  
**SOUTHERN RAILWAY**  
for their new  
**RAIL ROAD SERVICES**

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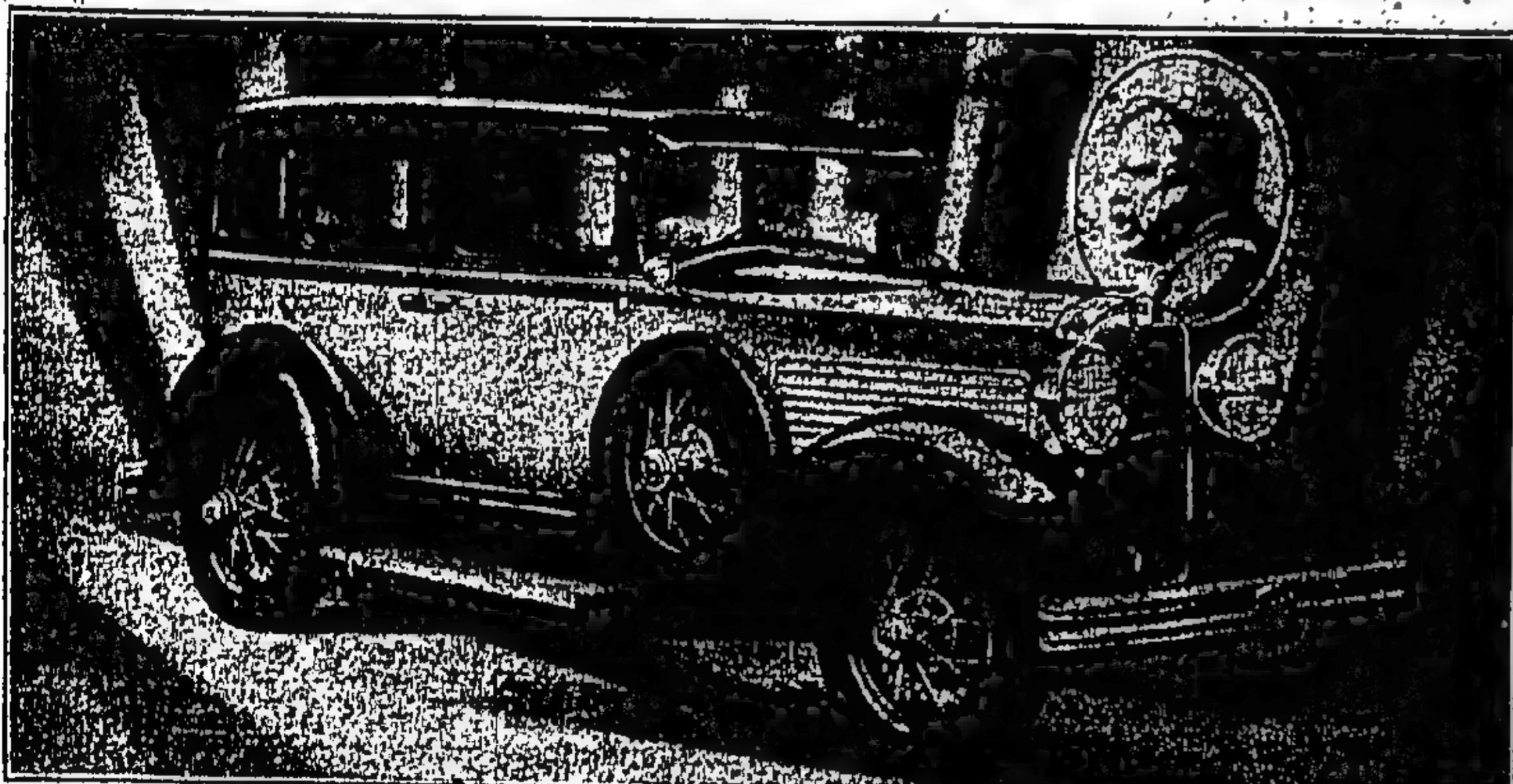
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The Roosevelt is everybody's eight. Instantly and unmistakably it has won a great public—simply because it offers more.

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POWER FROM  
REFUSE

Economical Ford  
Scheme.

CHEAPER LIGHT

In his speech at the ceremony to celebrate the commencement of work on the British Ford plant at Dagenham (England), Sir Percival Perry stated that it had been decided to erect, at a cost of half a million pounds, a refuse destructor and boiler plant to consume 1000 tons of house refuse daily. When converted into steam, this will be utilised for the purpose of generating electricity.

From this plant more electricity will be generated than required for the Ford plant, and thus the public will be able to purchase power and light at a much lower price than hitherto.

BE MORE CAREFUL!

According to the California State Automobile Association, 70 per cent of the grade crossing accidents occur during daylight hours and one-third of all such crashes are collisions of cars with the sides of moving or stationary trains.

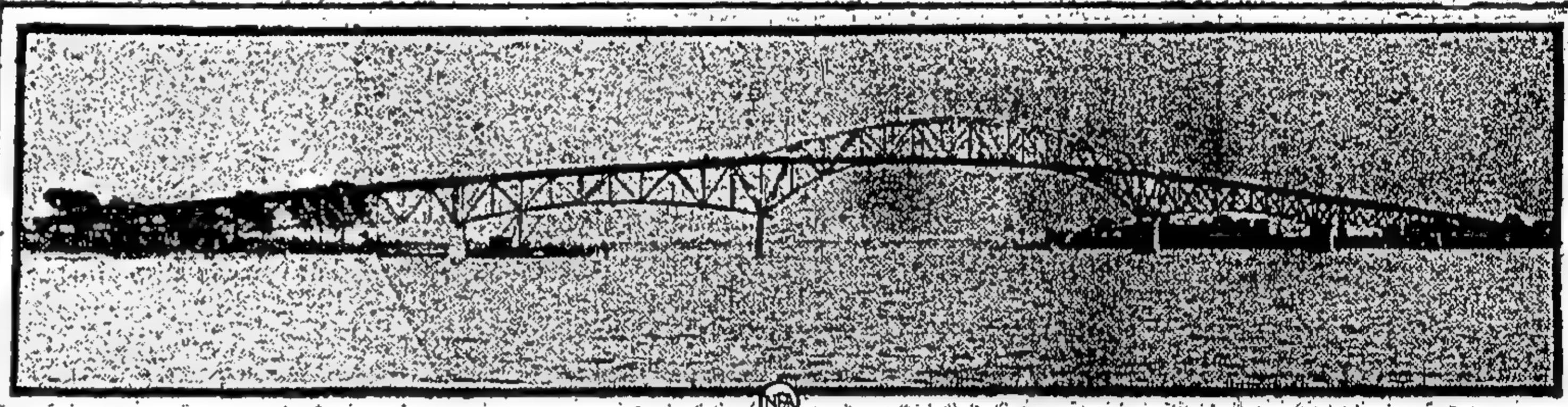
NASH CAR FOR DR. SUN'S FUNERAL



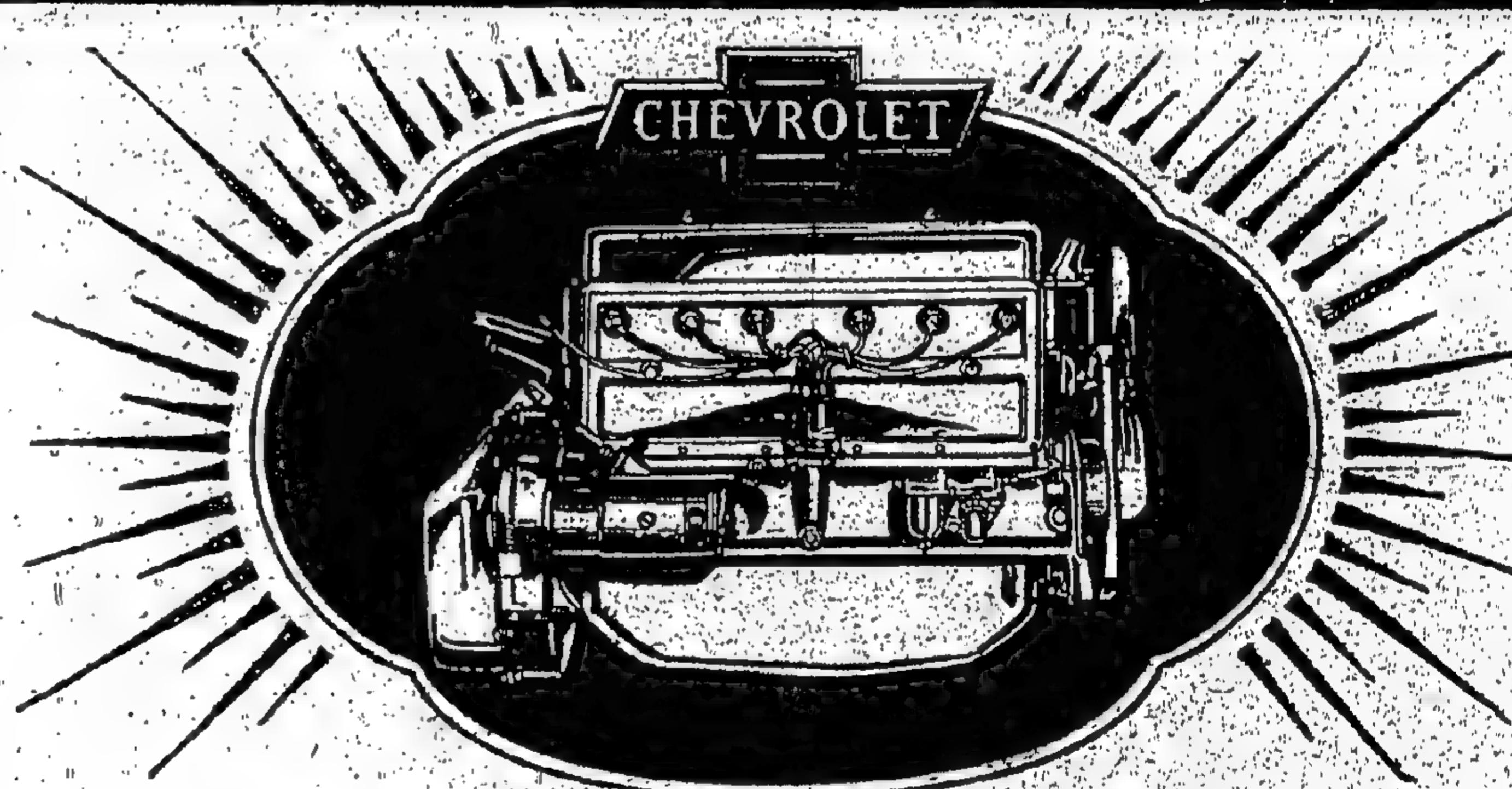
For centuries before the death of Dr. Sun Yat Sen, China's great men have been borne to their final resting places on the shoulders of worshipful coolies. It was little less than revolutionary when the reverential throng lining the route to Purple Mountain, near Nanking, watched the impressive funeral train of the father of the Chinese Republic and founder of Kuomintang, make its way over

a newly laid concrete highway to the sacred mountain with a Nash "400" funeral car bearing the body of their late leader. The picture shows the special Nash funeral car, covered with symbolic Chinese funeral decorations, proceeding to the mountain services. Diplomatic representatives from some nineteen countries joined Chinese officials in paying their respects to Dr. Sun's memory.

NEW HIGHWAY BRIDGE OPENS ACROSS LAKE CHAMPLAIN.



Crossing Lake Champlain at its lowest end, the recently completed Lake Champlain Bridge on the new East and West Highway, connects the Green Mountains and the Adirondacks and opens a direct route from Chimney Point, Vt., to Crown Point, N. Y. The bridge will be formally opened and dedicated on Monday, Aug. 26, with ceremonies of international importance. It will eliminate considerable distance between the two towns, because formerly it was necessary to make a roundabout journey around the lake's edge.



**This Engine  
tells a Powerful Story.**

The power plant in the New Chevrolet represents years of development by one of the world's greatest engineering staffs. It was proved by thousands of miles of testing on the famous General Motors Proving Grounds. It introduces a type of performance in a low priced car—power, speed, smoothness, and quietness and flashing acceleration—that amazes even experienced motorists.

But notwithstanding this sensational performance, Chevrolet's 18 year reputation for fuel economy is more pronounced in the New Chevrolet than ever before, and because of its perfected design and quality construction its maintenance cost is unbelievably low.

Have you had a ride in the New Chevrolet? Ask for a demonstration to-day.

**The Outstanding Chevrolet  
of Chevrolet History**

a six at the price range of a four

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## SOME MOTORIST'S TROUBLES.

## Skidding a Frequent Cause of Accident.

Skidding is probably the most dreaded of all the troubles that befall the motorists.

The reason is rather difficult to fathom, as, according to statistics, skidding only accounts for a small proportion of accidents, but I am convinced that it actually accounts for a great many more than is imagined, and does not get the full credit it deserves, writes a correspondent.

The probable reason for this dread of skidding, is that to the ordinary driver, it represents something over which he has no control, and only rarely experiences.

I can remember a somewhat similar state of affairs during the early part of the war, in what was then the Royal Flying Corps, in which at the time I was teaching people to fly. New pilots were frequently killing themselves after a stall in certain types of machine, when they got into a spin. Largely through the agency of the Gosport "stunt" school, it was decided that the best way to stop this was to take the new pilots up, and deliberately spin them, and show them that it was perfectly easy to get out.

This worked at once, and soon spinning became merely a part of routine, flying and the death rate was immediately reduced, as people only crashed when they got into one too near to the ground.

Slippery Streets, The London General Omnibus

Company have adopted somewhat the same policy in training their drivers, as they put them all through a skidding course on a specially prepared slippery track.

This, of course, is necessary from the omnibus drivers' point of view

on the slippery London streets. I am certain that on a wet day the ordinary motorist would be unable to manage a solid tyred omnibus at all, and the difficulty in keeping one of these great vehicles even moderately straight would be a revelation to him.

Of course, it would be impossible to put every private motorist through a skidding course, but I can heartily recommend anyone

who takes a pride in his or her driving, to try little practice in some safe place. Dodging bamboo poles on a wet surface can be excellent fun, and will give a driver more confidence in his car than anything else.

If we consider the matter, however, from the point of view of the ordinary driver, who never has or never will have an opportunity for practice, and whose first experience of skidding, is to find himself

waltzing about in the middle of a crowded street, without the vaguest idea of what to do next, we must obviously try and eliminate some of the causes.

There are still, of course, many

dangerously slippery road surfaces, though these are rapidly becoming fewer, and in a few years should be practically

## 'PLANE SPIES' ROUTES.

## Oil Lines Found.

A new use for an aeroplane has been discovered by the Texas Company, in connexion with the construction of pipe lines from oil wells to refineries in the U.S.A.

A special machine is used for making aerial surveys and panoramic maps, in order to determine the most suitable routes for the lines.

eliminated.

## Worn Smooth.

The Inspector to a large insurance company once told me that in the case of an accident, in which skidding was suspected as the cause, he always first examined the tyres of the cars involved.

If he found one in which the tread was worn smooth, he did not trouble to look any further.

Few motorists realize the wonderful tyre wear that we have to-day. Our tyres hardly cost us more, and yet they run three or four times the distance they did a few years ago. Punctures are extremely rare and other tyre troubles negligible.

The only trouble is that for about a third to a quarter of the tyres' wear, the tread will have been worn practically smooth, and though the tyre is able to carry on for many thousands of miles, the vehicle to which it is fitted will be prone to skid in wet weather.

I was told recently by the engineer in charge of a large public service fleet of cars, which are required to maintain a fairly high speed, that he was not interested in systems of tyre maintenance, as the life of his tyres depended on the life of the treads. He always found that long before the tyres were worn out the non-skid treads had ceased to exist, and he could not send his men out with smooth tyres as they were a public danger.

## Four-Wheel Brakes.

This is the case as far as most private motorists are concerned, but you cannot expect a man to scrap his tyres long before they are worn out. There is a real opportunity for an inventor here, as a tread that would remain non-skid for the whole life of the tyre would save many accidents, and many lives besides making driving much less nerve-wracking for nervous people.

Another fruitful cause of accidents is the existence of badly adjusted four-wheel brakes. Four-wheel brakes have proved a great boon to the motorist, but a badly adjusted set is worse than useless, and, in fact, an actual source of danger.

To get one wheel locking and taking all the braking strain is asking for trouble on a slippery road. There are many suitable brake testers in use to-day which show the actual braking effort on each wheel, and motorists for their own safety, if they suspect unequal braking, should have a test made.

There is widespread belief that if a car is really low built it will not skid. This is not true. Low-built cars will not turn over easily, yet from the skidding point of view many really low-built cars are the worst offenders. I know of several famous sports cars which are terribly hard to control on a wavy surface, just because they are too low.

## MERELY IMAGINARY?

Observe this picture that I paint With highly-idealistic brush— A subject rare, and rather quaint Peers from the board with modest blush;

Though not attired in shining steels This kindly, unassuming lad Is Galahad, a knight on wheels— Step up and meet him, you'll be glad:

He isn't meek and yet he's mild; He always yields the right of way;

He doesn't bellow and grow wild Nor harsh tunes on his flixon play;

When someone stalls and blocks his path; He pities road-hogs and their tricks;

His judgment's never dimmed by wrath;

He wastes no breath in verbal brisks.

He never cuts a corner's edge Nor speeds across the least cross street;

He keeps his place on mountain ledge

As on a road of eighty feet;

When children come in sight he'll slow;

His right foot ready for a stop;

His headlamps never glare, they glow;

He never argues with a cop.

You can't mistake his signals clear Before he stops or turns about;

Pedestrians don't walk in fear;

Nor rush like remnants of a rout;

Before his charge. So, I insist,

He is the perfect gentle knight.

What's that you say? He doesn't exist?

No? Well, perhaps—perhaps you're right.

ing down the high tariffs for garage accommodation in Mayfield.

## 1,000 CAR GARAGE.

## London's Latest West End Structure.

## LOWER CHARGES.

For the first time royal patronage has been given to the opening of a garage in the West End of London. The Duke of York recently opened the new Lex Garage in Little Poulney Street and Lexington Street. Only a short time ago Colonel Ashley, as Minister of Transport, opened another of these big garages, which it is hoped will do much to relieve the pressing parking problem in the West End, but "the Lex," which is the latest and biggest of these super-garages is called something more remarkable. It has cost something like £160,000 to construct and can accommodate over 1,000 cars on its 100,000 square feet covering five floors. Moreover, all of these cars can be got out and the garage cleared in twenty minutes, a feat which the very latest of the American garages could scarcely equal.

Runways of an easy gradient are provided to the three higher floors as well as to that in the basement from four entrances, thus leaving the lifts free for the use of motorists, who are furnished with sinks for dressing-rooms and bath-rooms, while there is a clubroom and waiting-room for chauffeurs. Being in the centre of the theatre, the garage will help to solve the problem of parking for theatre and restaurant clients, a difficulty which managers say has seriously affected their business, and at the same time it is likely to have the effect of bringing

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## "THE STANDARD SPARK PLUG OF THE WORLD."

THE CHEVROLET FACTORY ALONE TAKES NEARLY A MILLION A.C. PLUGS EVERY YEAR. TO NAME A FEW OTHERS—BUICK, ESSEX, CADILLAC, CHEVROLET, FORD, CHANDLER, HUPMOBILE, LA SALLE—AND DOZENS OF OTHERS.

## It will Pay you To Fit

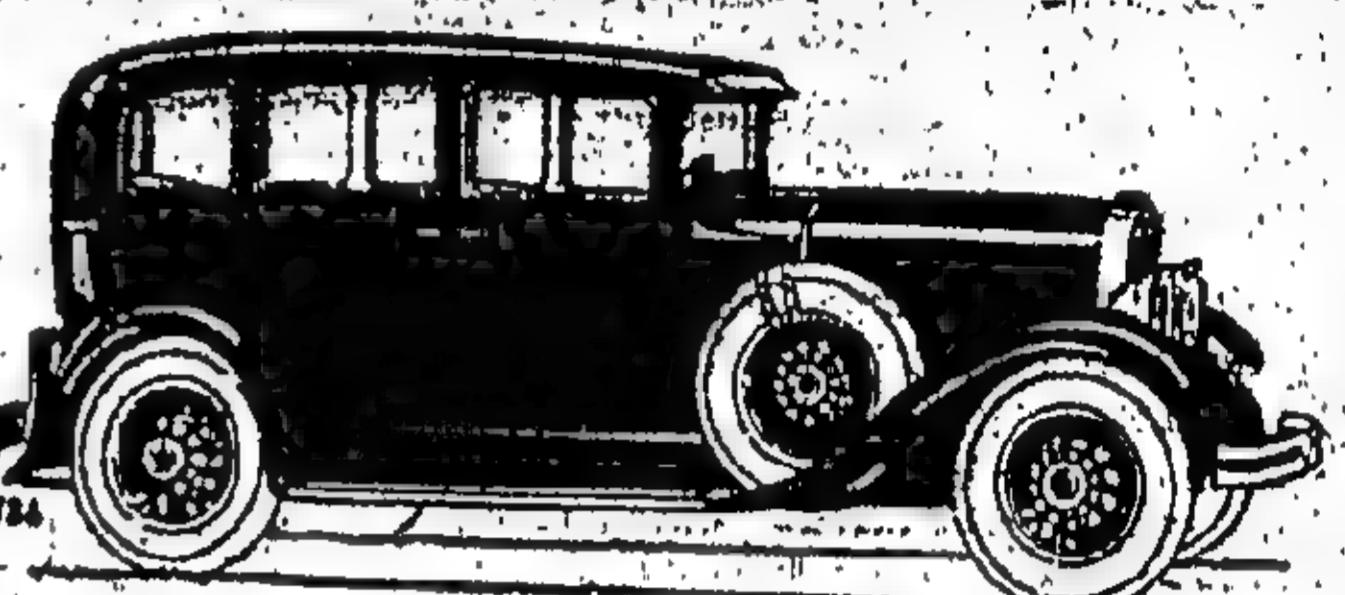
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Hong Kong Hotel Garage.  
SOLE DISTRIBUTORS FOR SOUTH CHINA.

Fine car features at low cost

STUDEBAKER'S New

## DIRECTOR SIX



STUDEBAKER now offers a larger... finer Director Six—at a still lower price!

Holding more official stock car records for speed and endurance than all other American manufacturers combined, Studebaker leads the world in car-for-the-money competition. The New Director takes its place among Studebaker's champion motor cars as a value unmatched in its price range.

Drive The New Director! Enjoy its tried riding ease, its thrilling mile-a-minute performance! Come, take the wheel of a Director Six and prove it yourself!

115-inch wheelbase.

Oil filter, petrol filter and crankcase ventilating system.

Lanchester vibration dampener.

Thermosytically controlled cooling.

Double-drop chassis frame.

Hydraulic shock absorbers.

Steel core safety steering wheel.

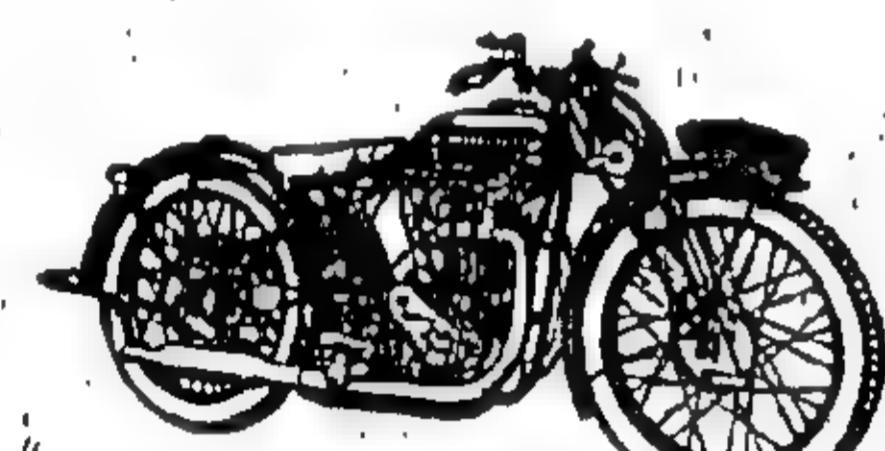
Adjustable steering wheel and driver's seat.

Amplified-action 4-wheel braking.

Tarnish-proof chromium plating.

Coincidental lock to ignition and steering.

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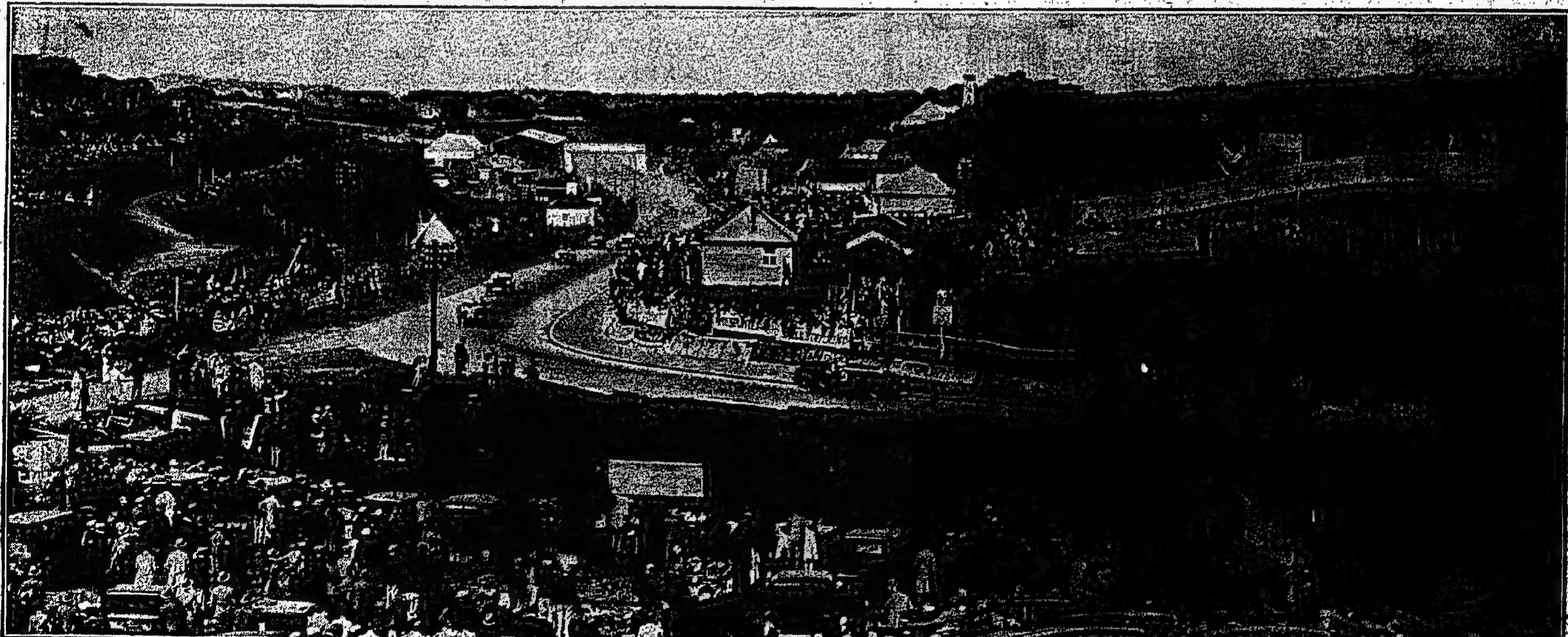
## "EXCELSIOR" THAT CANNOT BE EXCELLED IN

## Reliability and Economy

The purchaser of "Excelsior" knows when he buys this machine that it is a motor cycle whose performance is a foregone conclusion—the reliability of which has been proved in every kind of trial or test and under every condition of road or track, and its price is so low that it cannot be beaten.

Apply for particulars.

THE SINCERE CO., LTD.  
SOLE AGENTS.



The International Tourist Trophy Race which was organized by the Royal Automobile Club on the Ards Circuit, Ulster, Belfast, was won by Germany, R. Carraciola, in a Mercedes-Benz, completing the 410 miles at an average speed of 72.82 miles an hour. Our picture shows the competitors at Mill Corner just after the start of the race, in which 65 drivers took part. (Times copyright).

## A SEVERE TEST OF A CAR.



The qualities claimed for the roads had been unused for a week when T. M. Scott, Buick dealer at Victoria, Texas, arrived by train in San Antonio with a member of his sales staff, to make delivery of two new Marquette cars.

Mr. Scott was advised not to attempt the trip through the flooded area, but the cars were needed in Victoria, and, discounting the fears of other motorists, he piloted the cars out on the flood-drenched roads.

A South Texas flood recently covered the roads out of San Antonio to Victoria under water of varying depth, and highway travel was paralyzed. In fact, the

boards; for miles the hub caps were nearly submerged, but the Marquette pushed on through. Detours were numerous. At frequent intervals the party passed other cars along the one hundred and fifty mile drive, stranded in the swirling muddy waters of the over-flowing Guadalupe River.

However, Scott's faith in the Marquette was justified when the two cars finally pulled safely into his home town—the first cars to traverse the flood-ravaged roads in more than a week.

'At times the water was so deep that it washed through the floor

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Incorporated in England  
(Under the auspices of the Automobile Association)

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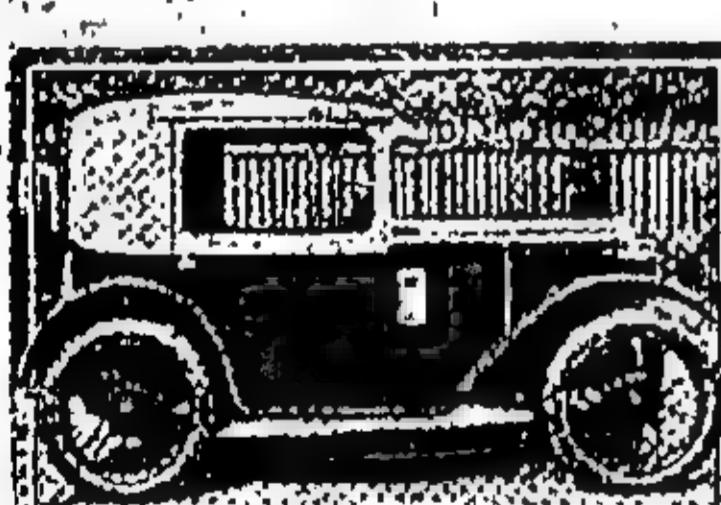


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YOU RIGHT"

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COURTEOUSLY.



### THE IDEAL MOTOR CAR CO.

LOCKHART RD. NEW RECLAMATION—WANTCHAI.

#### MONET-GOYON

THE GREATEST MOTOR CYCLE VALUE.

THE MACHINES WITH

AN INTERNATIONAL REPUTATION

for

RELIABILITY, SPEED, COMFORT

fitted with

VILLIERS 2-STROKE SUPERSPORT ENGINES

and

M.A.G. 4-STROKE SUPERSPORT ENGINES

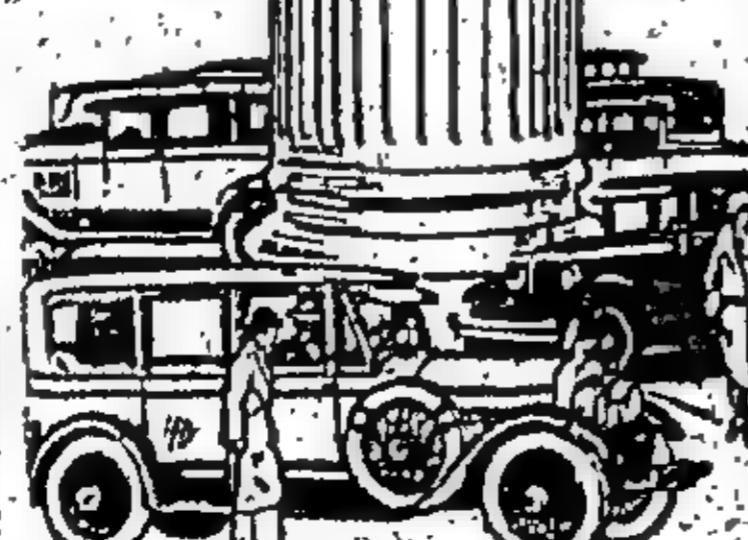
Ask for easy payment plan.

THE FRENCH MOTOR CYCLE CO.  
46, Nathan Road, KOWLOON.

THE DAILOOK MOTOR CO.  
35-37-50, Tai Ping Road, CANTON.



Prices from  
the Sole Agents  
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HERE are tires that have written  
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Ruthless demands have  
been answered with astounding records of  
performance beyond anything ever before  
known.

Such performance is not haphazard; it  
is the result of methodical engineering  
calculated to produce consistent results  
under all circumstances, at lowest cost.

We are giving motorists "Most Miles  
per Dollar"; come in and let us show  
you how and why.



### THE DRAGON MOTOR CAR CO., LTD.

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### NOTHING BETTER THAN BROCKWAY

Six Cylinder Engine—Four Wheel Brakes—Fully Equipped—  
A Modern Truck of Advanced Design—Superior in Performance

### THE TRUCK WITH SPEED, POWER AND ENDURANCE.

Unmatched in appearance and performance—the best light truck transportation obtainable. All of these factors, combined with rugged endurance, give to the commercial world the finest BROCKWAY ever built.

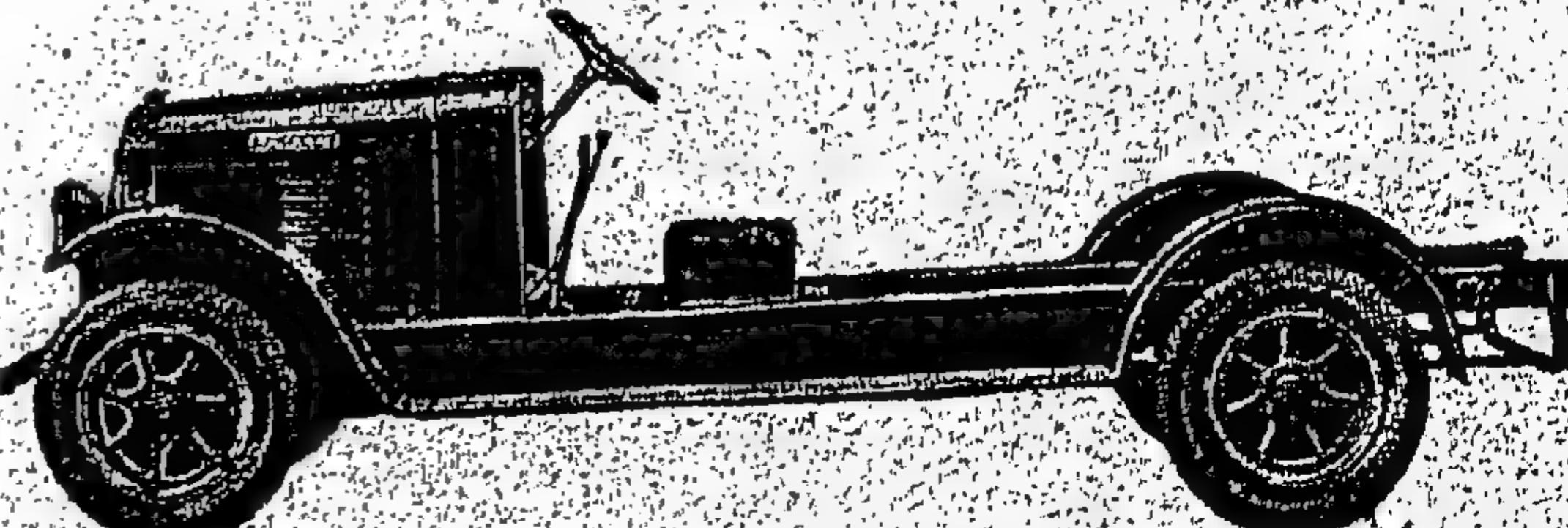
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### THE ASIATIC AMERICAN CO.

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OFFICE

11, QUEEN'S ROAD EAST. Tel. C. 575.  
48, STANLEY STREET. Tel. C. 244.

LET THE  
BROCKWAY SOLVE  
THAT  
TRANSPORTATION  
PROBLEM!



## MERCHANT MARINE UNIFORM.

## PENALTIES PROVIDED FOR IMPROPER USE.

## LOCAL ORDINANCE.

The *Gazette* contains the draft of an ordinance to make provisions with respect to the British Merchant Marine Uniform.

The object of this Bill is to prevent improper use of the British merchant marine uniform. It is based on the British Merchant Marine Uniform Act, 1919, 9 and 10 Geo. 5, s. 62.

Clause 3 of the Bill is as follows:

(1) If any person not being entitled to wear the British merchant marine uniform wears that uniform or any part thereof, or any "dress" having the appearance or bearing any of the distinctive marks of that uniform, he shall upon summary conviction be liable to a fine not exceeding fifty dollars, or, if he wears it in such a manner or in such circumstances as to be likely to bring contempt on the uniform, to a fine not exceeding one hundred dollars or to imprisonment for any term not exceeding one month. Provided that this section shall not prevent any person from wearing any uniform or dress in the course or for the purposes of a stage play or representation, or a music-hall or circus performance; if the uniform is not worn in such a manner or in such circumstances as to bring it into contempt.

(2) If any person entitled to wear the British merchant marine uniform when aboard a ship in port or on shore appears dressed partly in uniform and partly not in uniform in such circumstances as to be likely to bring contempt on the uniform, or, being entitled to wear the uniform appropriate to a particular rank or position, wears the uniform appropriate to some higher rank or position, he shall upon summary conviction be liable to a fine not exceeding fifty dollars.

## Air Force Uniforms.

The *Gazette* also contains the draft of an Ordinance to amend the Uniforms Ordinance, 1895.

The object of this Bill is to extend to Air Force uniforms the protection already given to military uniforms by the Uniforms Ordinance, 1895.

## NEW PRINCE LINE VESSEL.

## MOTOR SHIP DUE HERE TO-MORROW.

A mean speed of over 16 knots was obtained by the new twin-screw cargo and passenger motor-ship *Cingalese Prince* during highly successful official trials in the Firth of Clyde.

Built by the Blythwood Shipbuilding Company, Ltd., Scotstoun, for the Rio Cape Line, Ltd., under special survey to Lloyd's Register's highest class, and in compliance with the latest requirements of the British and American authorities, the vessel is about 450 ft. in length, 60 ft. in breadth and 42½ ft. in depth from the shelter deck.

There are three complete decks, and the cargo-handling appliances include 19 powerful electric winches controlled from contactors in separate houses. The steering gear is of the electric-hydraulic type, and a very powerful electric windlass, fitted on the forecastle, has a large separate barrel for working two heavy derricks on the promenade deck. All the auxiliary machinery throughout the vessel is electrically driven, the current being supplied by three generators, each of 315 kw., installed in the engine room. The electric wiring for the power required by the deck machinery is on the ring system. The propelling machinery has been supplied by Richardsons, Westgarth and Company, Ltd., West Hartlepool, and consists of two sets of four-cylinder engines of the Doxford opposed piston type.

The *Cingalese Prince* is due in Hong Kong to-morrow on her maiden trip to the Far East.

## SWIMMING SPORTS.

## QUEEN'S COLLEGE PUPILS AT NORTH POINT.

The annual swimming sports held in connection with Queen's College at the South China Athletic Pool, North Point, yesterday afternoon provided good sport and some keen contests were seen.

Prizes were distributed to the winners by Mrs. A. R. Sutherland who was introduced by Mr. A. H. Crook, headmaster. He welcomed Mrs. Sutherland and expressed gratitude to the President and committee of the South China Athletic Association for the loan of the pool. Mr. Crook commented that no other sport had made such strides with Chinese during the last few years and their physique had improved greatly. He concluded by thanking Mr. J. C. Fletcher and those who had helped him in organizing the meeting.

## FENG'S PRESSURE ON NANKING.

(Continued from Page 1.)

be sent to Canton, according to a Nanking report which says that Chiang Kai-shek has decided to dispatch the whole of the Nanking Third Division under Gen. Mao Big-wan. It is understood that the Government has commanded steamers and is making all preparations for the embarkation of the thousands of units of the Third Division for Canton.

A sensational rumour is in circulation, to the effect that the National Government has ordered strict surveillance of the movement of General Tang Seng-chi. The report says that Tang Seng-chi is a virtual prisoner.

The Government's suspicion of him is based on the allegation that General Tang Seng-chi, with five or six other Nationalist leaders, had signed the proclamation of General Chang Fat-kwei denouncing Marshal Chiang Kai-shek.

Position Considered Serious.

Hankow, Sept. 27.

It is believed that Chang Fat-kwei intends to link up with the notorious Communist leader Ho Liang, who is his former ally and later was with the Kwangtung party. The Government has ordered Ho Chien to cut off Chang Fat-kwei's forces, but it is likely he will find more convenient not to molest him. So far as is ascertainable, Chang Fat-kwei's march to the Kwangtung border is not being hindered.

The Government is now called upon to face a combination of the Ironsides and the Hunan Communists and Kwangtungites, and the situation is again taking a very serious aspect.—Reuters.

## Socialist Army.

General Chang Fat-kwei's famous 4th division, popularly known as the "Ironsides," against which Nanking troops are moving, is unique in the world. It is the only military unit which can lay claim to the fact that it is "socialist."

With the "Ironsides," Jack is as good as his master and the private as good as his officer when it comes to the pay envelope. When the 4th division first sprang to prominence during the campaign against the northern militarists, it was stated that there was only one scale of pay, officer and private ranking alike. Furthermore, it was not a case of officers conferring and then commanding. Before the "Ironsides" go into action the entire division votes on it.

The "Ironsides" are not only noted for their bravery but their iron discipline. Cromwell's famous fighters of the same name were loose-livers compared with General Chang's men. There are no pipes of the narcotics that cheer among these men of "iron." The rattle of dominoes and ivory counters is never heard in the mess rooms. Promiscuous wandering about the places of amusement after dark is never permitted. Visits to "sing-song" houses and the usual method of feasting and entertainment are taboo. Men of the "Ironsides" army have to submit to the most rigorous discipline. Death is the punishment for opium smoking, desertion or the entertainment of sing-song girls. The giving of feasts and drinking is punishable by 200 stripes with the bamboo and three months' imprisonment.

Yet, with it all, the "Ironsides" appear to be reasonably happy. There is a sense of loyalty to be found in their midst which is outstanding among troops of most Chinese armies, it is reported. According to a report from Ichang, the announcement of their withdrawal to Homan is regretted by the citizens who have enjoyed a sense of peace and security during their presence in the city which has not been felt for many years.

After Mrs. Sutherland had distributed the prizes she was given three hearty cheers on the call of Mr. Crook and was presented with a bouquet.

Following were the results.

25 yards, small boys, classes 7-8—1. Lai Pun-sin, 2. Yeung Fook-pui.

Two lengths, free style, junior—1. Ip Chi-chiu, 2. Lai Lok-sin, 3.

Young Yuk-wa.

Two lengths, free style, senior—1.

Wong Wing-nim, 2. So Yan-kit, 3.

Wong Kam-to.

100 metres, free style, junior—1.

Ip Chi-chiu, 2. Young Yuk-wa, 3.

Wong Shiu-hung.

100 metres, free style, senior—1.

Wong Shiu-chi, 2. So Yan-kit, 3.

Young Wa-fai.

Two lengths, breast stroke, junior—1.

Young Yuk-wa, 2. Lai Shiu-man, 3. Kwok Fai-lu.

Two lengths, breast stroke, senior—1.

Wong Shiu-chi, 2. Wong Kam-to, 3. Ko Tai-tim.

Two lengths, back stroke, junior—1.

Ip Chi-chiu, 2. Young Yuk-wa, 3.

Ip Hon-sun.

Two lengths, back stroke, senior—1.

Young Wa-fai, 2. Wong Shiu-chi, 3.

Wong Kam-to.

Diving—1. Chiu Siu-fook, 2. Wong Wing-nim, 3. Chu Yuen-chi.

Masters' race—1. Mr. J. C. Fletcher, 2. Mr. Chan Cheuk-wa.

The small boys' team race was won by 7a. The junior class team race resulted in a win for 4a and the senior event was won by Full Sc.

Included in the programme was a long plunge but because the set of the tide was unfavorable this was not held.

## CHOLERA CASES AT SWATOW.

## LECTURERS ENGAGED TO URGE PREVENTIVE MEASURES.

## DOCTORS VERY BUSY.

Swatow, Sept. 23.

There is a good deal of cholera in the port. This tends to be the case every year, but fortunately it comes late in the season and will possibly not reach the port.

The Municipal Public Health Bureau is taking up the matter actively, though somewhat belatedly, and the papers are giving it much publicity. So much so, this is the case that one might think the outbreak more serious than it is, less so than in normal years.

The publicity given is useful for the spreading of information as to preventive treatment, and various groups of speakers have been commissioned. Preventive inoculation is being given at the various hospitals.

In previous years, the burden of treatment has fallen almost exclusively on the doctors of the English Presbyterian Mission, and the epidemic coming, as it does, in the summer heat often proved a very severe strain. The pioneer of cholera treatment in the port was Dr. Duncan Whyte, who was so much overworked in the days before the intravenous method of injecting the saline solution used in treatment that he undermined his constitution, and eventually succumbed to the after-effects of his work.

The present doctors are kept hard at it in the heat, but more is being done by other hospitals and doctors, in private practice. It is an instance, however, of the hasty methods of the present administration that they had no hospital ready for the reception of patients when the outbreak occurred. In former years the Mission Hospital has co-operated with the large benevolent society known as the Thien-hong, which placed rooms at its disposal for treating the patients. While it is true that the accommodation was bad it was better than nothing, and if treatment was effective the patients need not be in the place long. But the Municipality forbade the use of this accommodation without providing any other.

Some cases are being treated in hospital, but this is unsatisfactory and treatment at home is both undesirable from a medical point of view and an added strain on doctors hard put to it in the heat. The work has to be entirely on benevolent lines, both for its urgency, and because the cases are largely from the very poor.—Our Own Correspondent.

## SINO-SOVIET PEACE NEGOTIATIONS.

## RESUMPTION OF DISCUSSION AT BERLIN.

Nanking, Sept. 27.

The Ministry for Foreign Affairs has been officially advised that the German Consul General at Vladivostok has been ordered to proceed to Blagovestchensk and Khabarovsk to investigate the conditions there.

Dr. C. T. Wang in a statement says a solution of the Sino-Soviet controversy has still to be devised. Mr. Chang Tao-ping is expected to arrive at Berlin from Geneva to-day, and will carry on negotiations with the Soviet representatives there.—Reuters.

## OLD LONDON.

(Continued from Page 6.)

Street into Waterloo Place. Here our principal entertainment was seeing the shop windows being prepared for the day's fete variegated, artistic and amusing, prettier than it is nowadays. Then through Cockspur Street, where all the great shipping lines have their quarters, and Old Glory is much in evidence at the Union Jack; through Trafalgar Square, maintained by many to be the finest site in the world, though on that day a sorry spectacle in another sense for the previous day there had been something like a riot in this home of free speech, and discordant remains scattered around.

Then came the last and most historic stage of the day's journey. We drove down Whitehall, past the headquarters of the Admiralty, known to that great little dairist, Pepys, as the Navy Office, with its famous screen designed by the brothers Adams, now disfigured by vandals, but later to be restored to its original condition:

Then came the Horse Guards, the head-quarters of the Household Cavalry, a marvelously sound and judicious piece of architecture, in front of which sat the two motionless mounted sentinels, giants of the Life Guards, with glittering helmets and cuirasses, white plumes, tunics, white breeches, on coal-black chargers. With gorgeous saddlecloths and curly white sheepskins on saddle bows. Had they been Horse Guards the plumes would have been red, tunics blue and sheepskins black. Originally the duty of these stalwarts was to guard the King as he lay at Whitehall Palace. Then, grimly enough, they mounted guard over the King's execution; for directly opposite the Banqueting Hall, built by Inigo Jones, still stands, and the window, from whence Charles Stuart stepped to his execution on that cold January morning in 1649.

The "Bus" finally halted opposite a little refreshment shop at the lower end of Parliament Street. Both shop and street are now done away with, and in their place stand more palatial Government buildings. I bid good-bye to my friend, the coachman, clamber on to the "Knife-edge," along it and down the steps at the back. Big Ben, towering above me strikes the half-hour. It is 8.30. I must be in my place in school chapel in quarter of an hour. Our chapel is none other than the famous Poets Corner of Westminster Abbey. My seat I remember to this day. It is just behind a small slab erected to the memory of one Thomas Parr "of Ye County of Suffolk, Who Lived to the Age of 156 Years and Through Ye Reigns of Ten Princes." That this worthy's amazing longevity had earned him such an honoured resting place was just and right; but why, one wonders, among the poets!

Some cases are being treated in hospital, but this is unsatisfactory and treatment at home is both undesirable from a medical point of view and an added strain on doctors hard put to it in the heat. The work has to be entirely on benevolent lines, both for its urgency, and because the cases are largely from the very poor.—Our Own Correspondent.

The delightful daily "Bus" ride is over, only to be repeated on the morrow, and so on, daily for the next six months, after which I became a boarder at the school, often wondering what the future would bring forth. On looking back among the many good things it brought, few have given more pleasure than that daily drive through an historic part of London upon a vehicle that has now itself become historical.—C.F.A. in the *Christian Science Monitor*.

He was whiling away a little time watching the waves and solving the general knowledge questions in his newspaper.

"What is a mixed metaphor?" he asked.

"Don't know," replied his chum. "What do you say to popping up to the hotel and calling for one, though?"

Perhaps nothing is so marked about England as the absence of the American vices—except, indeed, the absence of the American virtues—Mr. G. K. Chesterton.

The modern child is never at a loss for an excuse—Miss Mabel Campbell.

Man accused of drunkenness at Tottenham—I got sunstroke in India and gassed in the war. Magistrate—And drunk here.

Prisoner at Marlborough Street—It was not exactly a quarrel; it was an altercation. Mr. Mead (the Magistrate)—I remember you as the man who can never answer a plain question.

Detective Sergeant at Clerkenwell—We entered the house and were stopped by the dog. Mr. Pope (the Magistrate)—Good dog.

Woman at Tottenham—She said that if I stood where I was she would throw a bucket of water over me. I stood still and she threw the water.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths: Plague, Alexandria 2 (1), Rangoon 2, Cholera, Calcutta 16 (1), Bangkok 2 (1), Phnom Penh 1, Chinawangtao 9 (3), Tientsin 1, Shanghai 8 (3), Kobe 2, Osaka 1, Swatow 6 (6), Small-pox, Berbera 1 (2), Bombay 8 (6), Calcutta 3 (3), Cochin 6, Karachi 3 (1), Madras 33 (19), Pondicherry 2 (2), Batavia 2, Cheribon 1, Macassar 2 (1).

10.

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BOXING.

SCOTT'S CHALLENGE TO SHARKEY.

New York, Sept. 26. At the Yankee Stadium to-night, before a crowd of forty thousand, Jack Sharkey knocked out Tommy Loughran in the third round of a ten round contest, which was regarded as the semi-final of the competition for the heavyweight championship of the world.

The fight provided an amazing finish. After an uneven fight two rounds, Sharkey, ripping into his opponent's left ribs, followed up with a full right to the point which sent Loughran toppling over like a ninepin. He crumpled up with his head hanging over the lowermost rope, to all appearances out, but he rose on the count of five, and walked from his own to a neutral corner, turned his back on his foe and gazed serenely over the audience. The referee was meanwhile holding off Sharkey.

Realising that Loughran was out, though on his feet, the referee awarded Sharkey the fight. Loughran did not come to for some minutes afterwards.

Phil Scott challenged the winner for the world title and was roundly received when he was introduced from the ring—*Reuters' American Service*.

Death of Johnny Hill.

London, Sept. 27. The death has occurred of Johnny Hill, the British flyweight champion, at the age of twenty-three.

Hill was training at Strathmiglo, Fifehire, for the world's championship fight in London on October 12, against the American, Frankie Seanor. He contracted a chill on Monday, but was allowed out yesterday. He had a relapse during the night, and burst a blood-vessel in his lung.—*Reuters*.

CIVIL SERVICE C.C.

ANNUAL MEETING HELD LAST EVENING.

The annual general meeting of members of the Hongkong Civil Service Cricket Club was held at the club house at Happy Valley, last evening, there being a fair attendance of members preceded by the president of the club, his Honour Mr. Justice Wood.

The minutes of the last annual general meeting having been read and passed, the Chairman referred to the deaths of three members of the Club, Mr. R. S. Vergette, Mr. R. C. Witchell and Mr. P. Langman. Of Mr. Vergette, the chairman said that their sense of loss as a club cord not be greater than he thought.

Mr. Witchell, who had been a member of the committee, now yet that he had filled the office of secretary and treasurer of the club at various times, (the duties of which offices were frequently very arduous); or that he was a prominent figure on the bowling green of the club; but that he was a more special loss to the committee in the unusual way he did things, and his willingness to stand down and give his place to anyone whom he thought could do better than he did.

Mr. Witchell, continued the chairman, was one of the club's life members, having been a member for over 20 years. He believed he was right in saying that Mr. Witchell was one of the foundation members of the club, and in his days was one of its most distinguished cricketers and was a formidable bowler for any side, to which he was posted.

Mr. Langman, the chairman next said, was also an old member, and although his duties took him to the other side of the harbour he still maintained his keen interest in the club. The speaker recalled that shortly after the war he and the late Mr. Langman, travelling third class on a cargo boat, used to exchange notes on their experiences, and a very close mutual understanding was in that way established between them.

Club Problems.

Turning to other matters, the chairman invited suggestions and questions on the financial side of the sport. He commented, as regards the membership, that it was not as large as it should be, and said that what they needed was a recruiting agent with the scheme of development ahead.

The report of the 1st XI, continued the chairman, sounded like a dirge, but members must remember that philosophers never spoke highly of mere vulgar success. (Laughter).

The incoming committee would have ample financial resources to deal with any proposal as regards club extension, in the balance of \$10,000 odd carried forward to next year's account.

After Mr. J. Deakin had seconded,

LAWN TENNIS.

MIXED DOUBLES AT THE KOWLOON C.C.

The United Services Recreation Club defeated the Kowloon C.C. in a friendly mixed doubles match by six sets to three. Scores:

Mrs. Sayer and E. C. Fincher (K.C.C.) lost to Mrs. Taylor and L. Goldman 2-5; beat Mrs. Miles and E. D. Lawrence 5-3; lost Miss F. Honey and G. W. Sewell 3-2.

Mrs. McCaw and T. Lay (K.C.C.) lost to Mrs. Taylor and Goldman 2-5; lost to Mrs. Miles and Lawrence 2-5; lost to Miss Honey and Sewell 3-2.

Mrs. Heard and S. E. Green (K.C.C.) lost to Mrs. Taylor and Lawrence 2-5; lost to Miss Honey and Sewell 3-2.

To-morrow's "At Home":

The team to represent the "Red" of the Mixed Doubles League against the "Champions" at "At Home" of the Kowloon Cricket Club which is being held to-morrow afternoon has not yet been definitely selected but two of the pairs have been named.

The match will be composed of four pairs on each side, the players to represent the "Champions" being as follows—E. C. Fincher and Mrs. Sayer, S. E. Green and Miss Heard, E. F. Fincher and Mrs. McCaw, A. E. Guest and Mrs. Hambly.

For the "Red" M. W. Lo and Miss Enid Lo have been selected from the Chindie R.C., and G. W. Sewell and Mrs. Parsons from the Ladies' Recreation Club. The other two pairs will be selected from the Craigleower C.C. and the Kowloon Bowling Green Club.

the report and accounts were passed unanimously.

New Office Bearers.

The business of electing the new officials was then proceeded with, resulting in the following being appointed to the principal offices:

Captain of 1st XI, Mr. B. D. Evans; Vice-Captain, Mr. J. Harrow; Captain of 2nd XI, Mr. F. E. Bookin; Vice-Captain, Mr. B. F. Harper.

Cricket representative, Mr. F. H. Holdman; Tennis representative, Mr. J. A. Bondell; Bowls representative, Mr. J. Macsey; Hon. Secretary, Mr. J. Deakin; Hon. Treasurer, Mr. A. B. Bolshenk; Hon. Steward, Mr. R. T. Taylor; Hon. Ranger, Mr. A. W. Gammie.

Seven other members were elected to serve on the General Committee.

In proposing that an invitation be extended to the Hon. Mr. W. T. Southorn to serve as a Vice-President of the club, the chairman said that it was three years since Mr. Southorn came to the Colony, and during that period he had put himself in a position which would assure him a welcome amongst them.

Mr. Deakin seconded, and the proposal was carried with acclamation.

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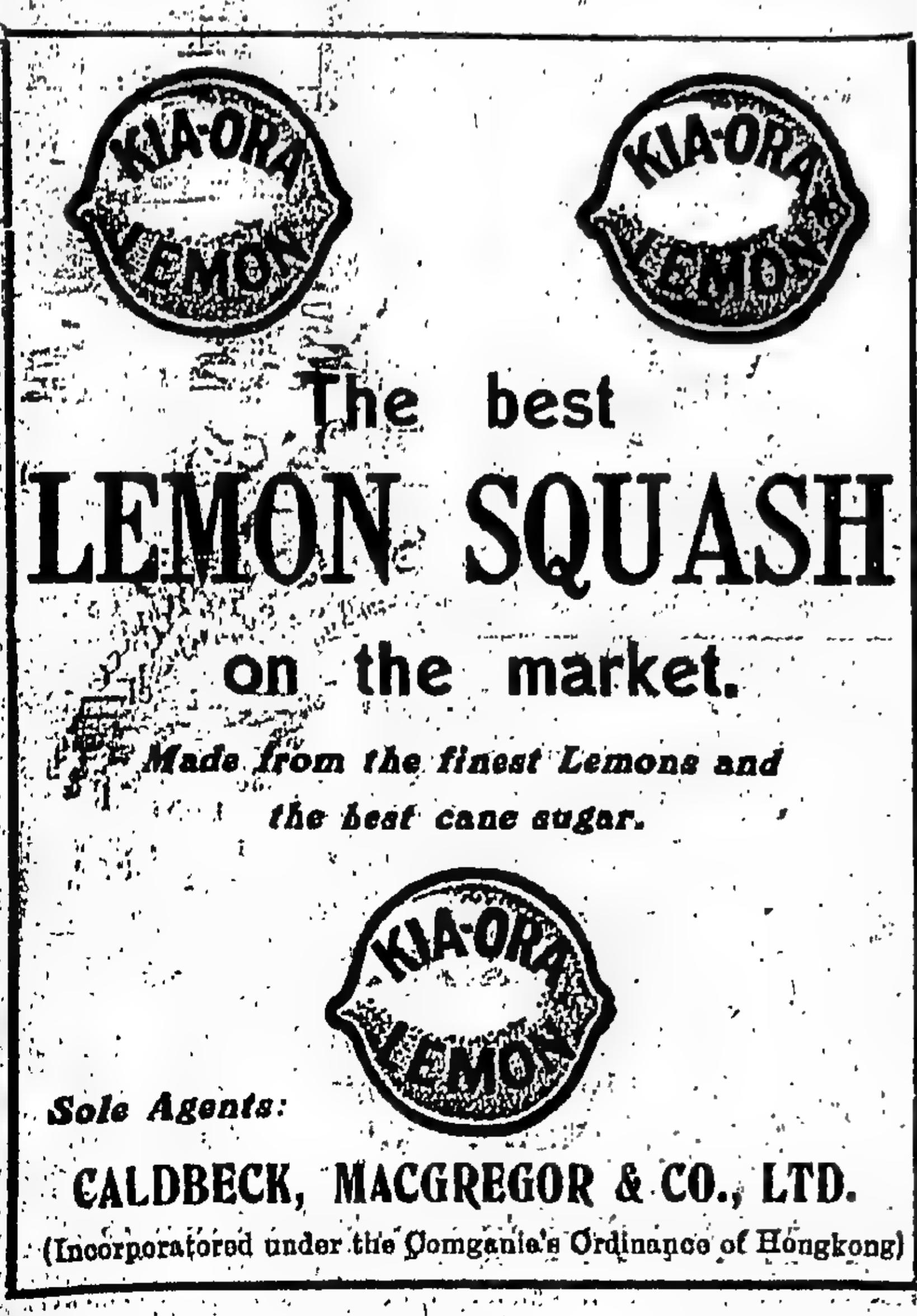
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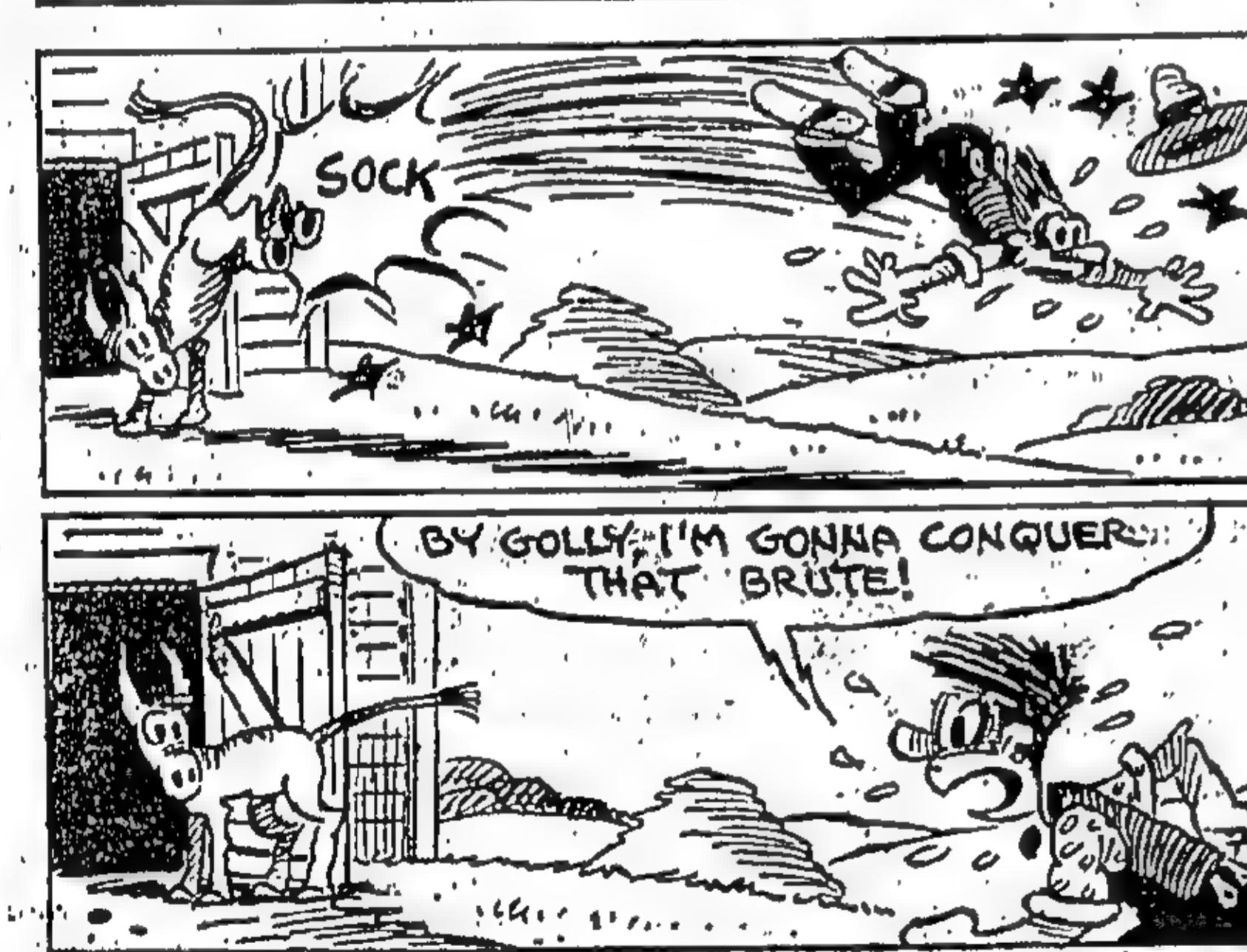
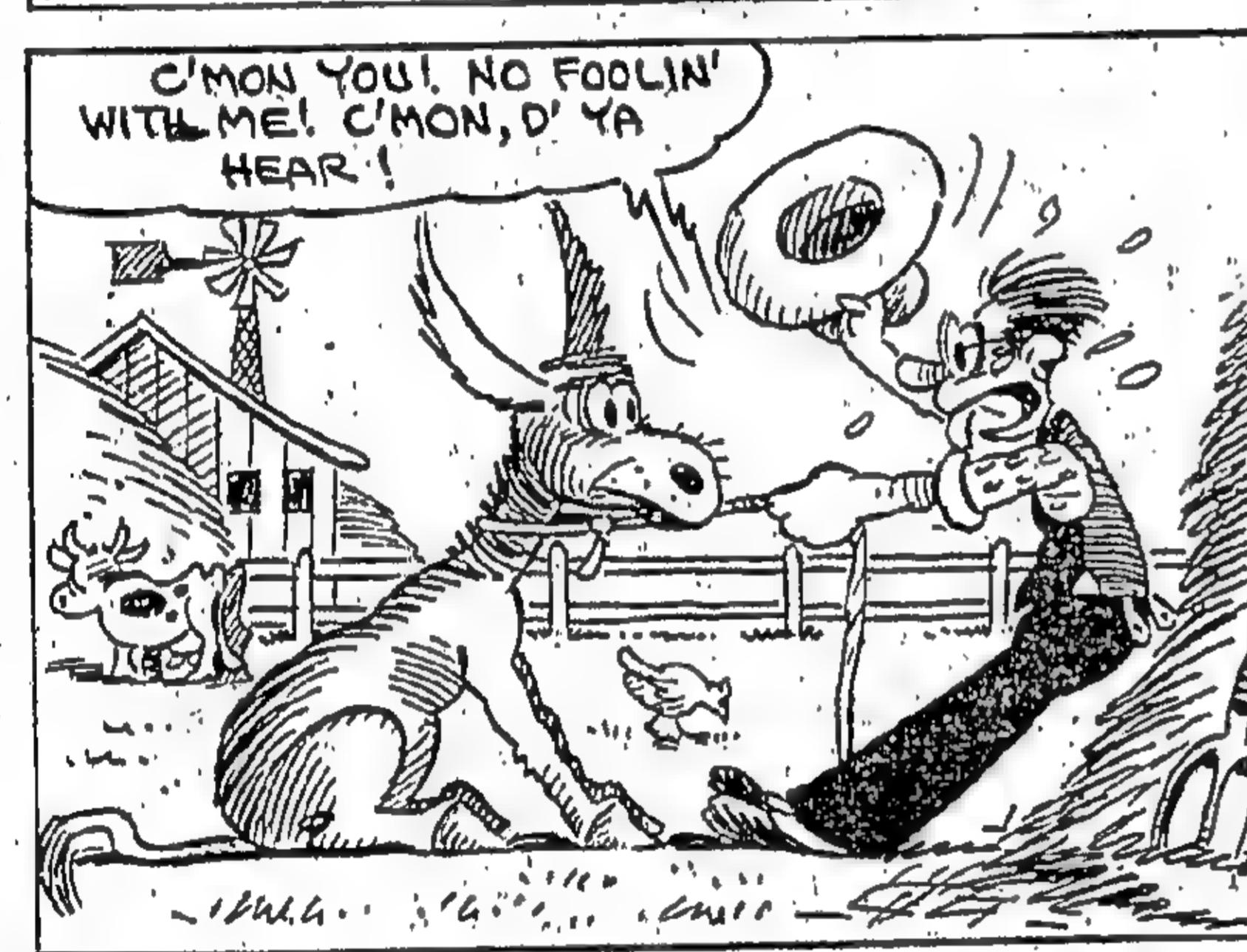
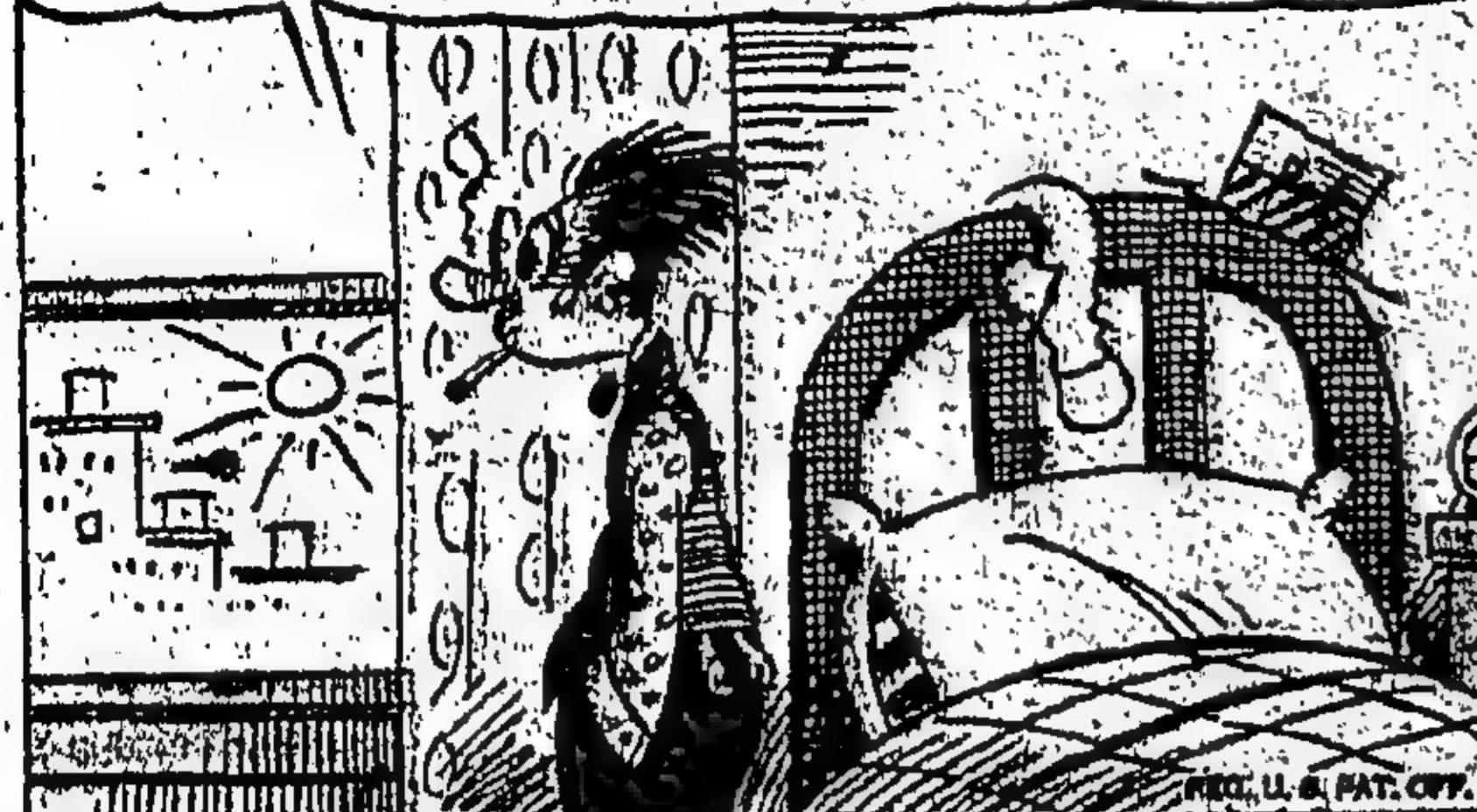
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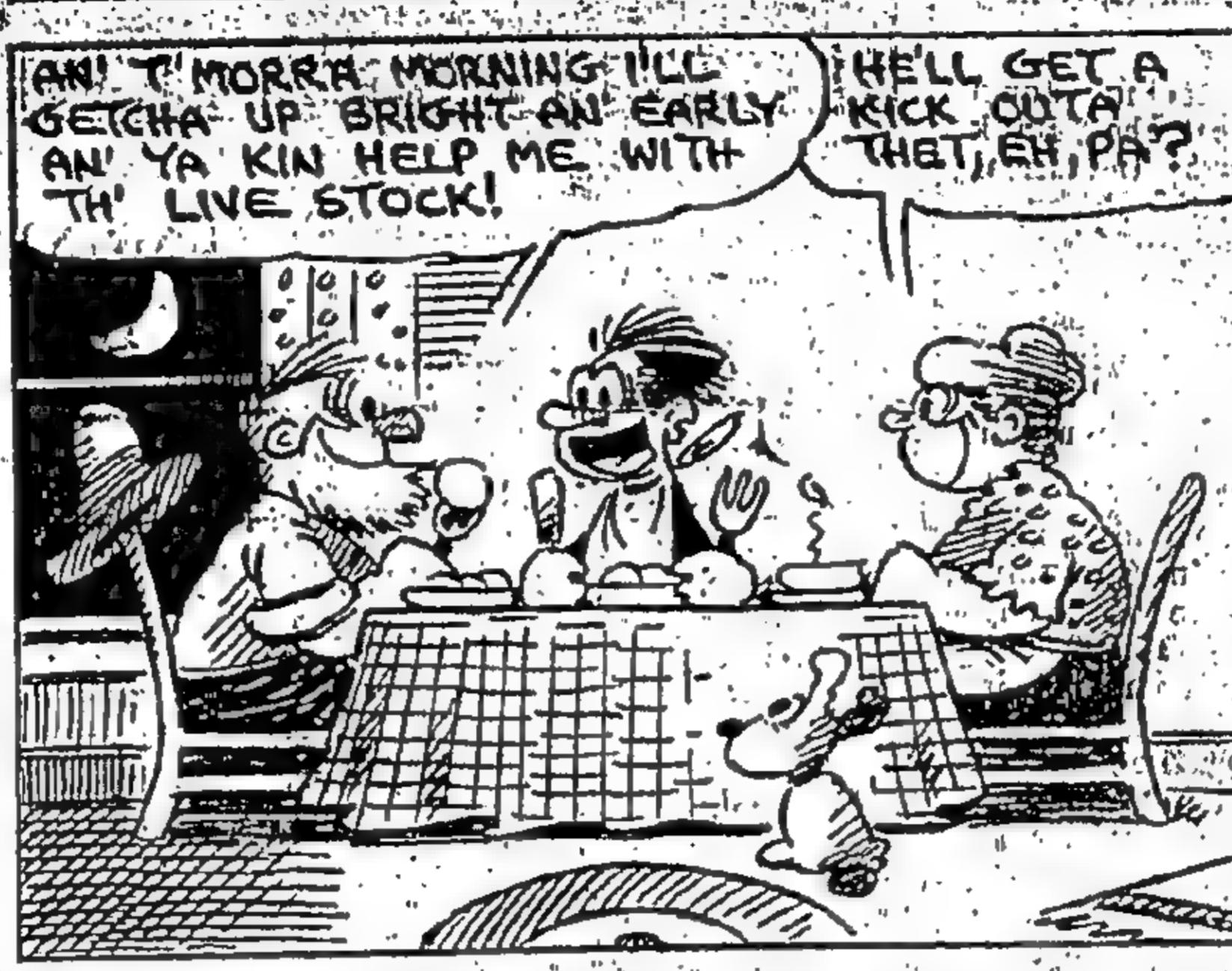
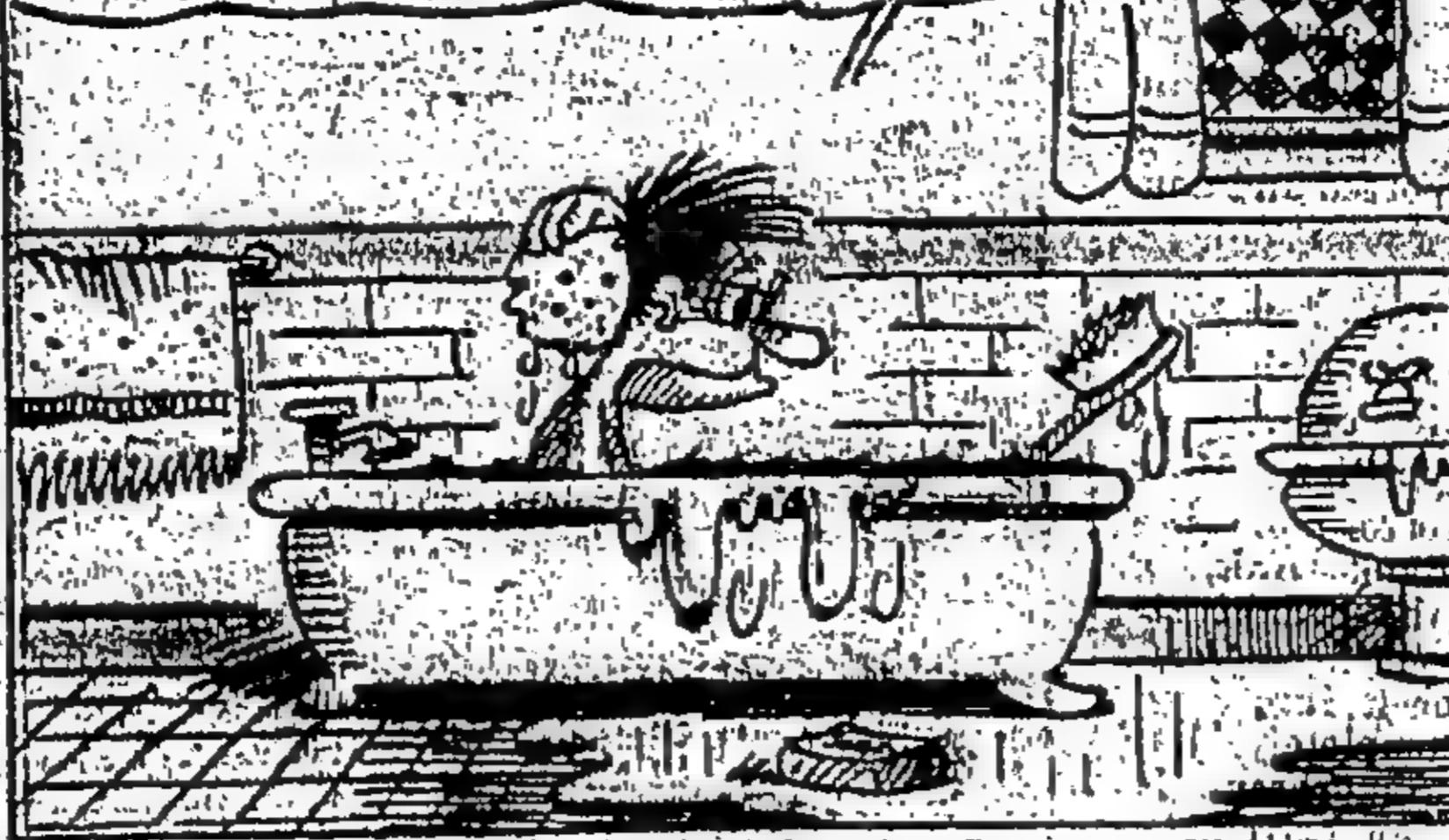


## SALESMAN SAM

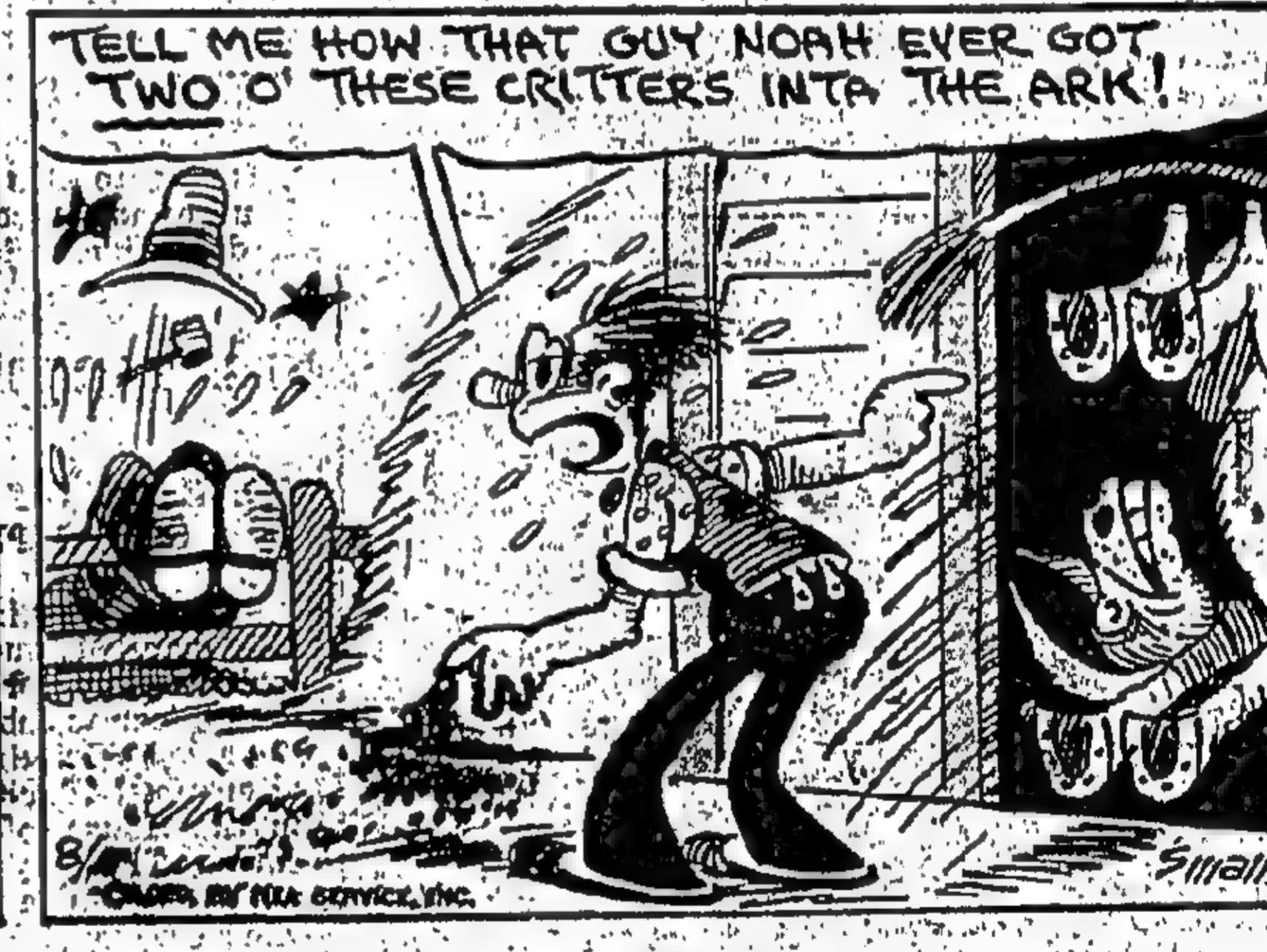
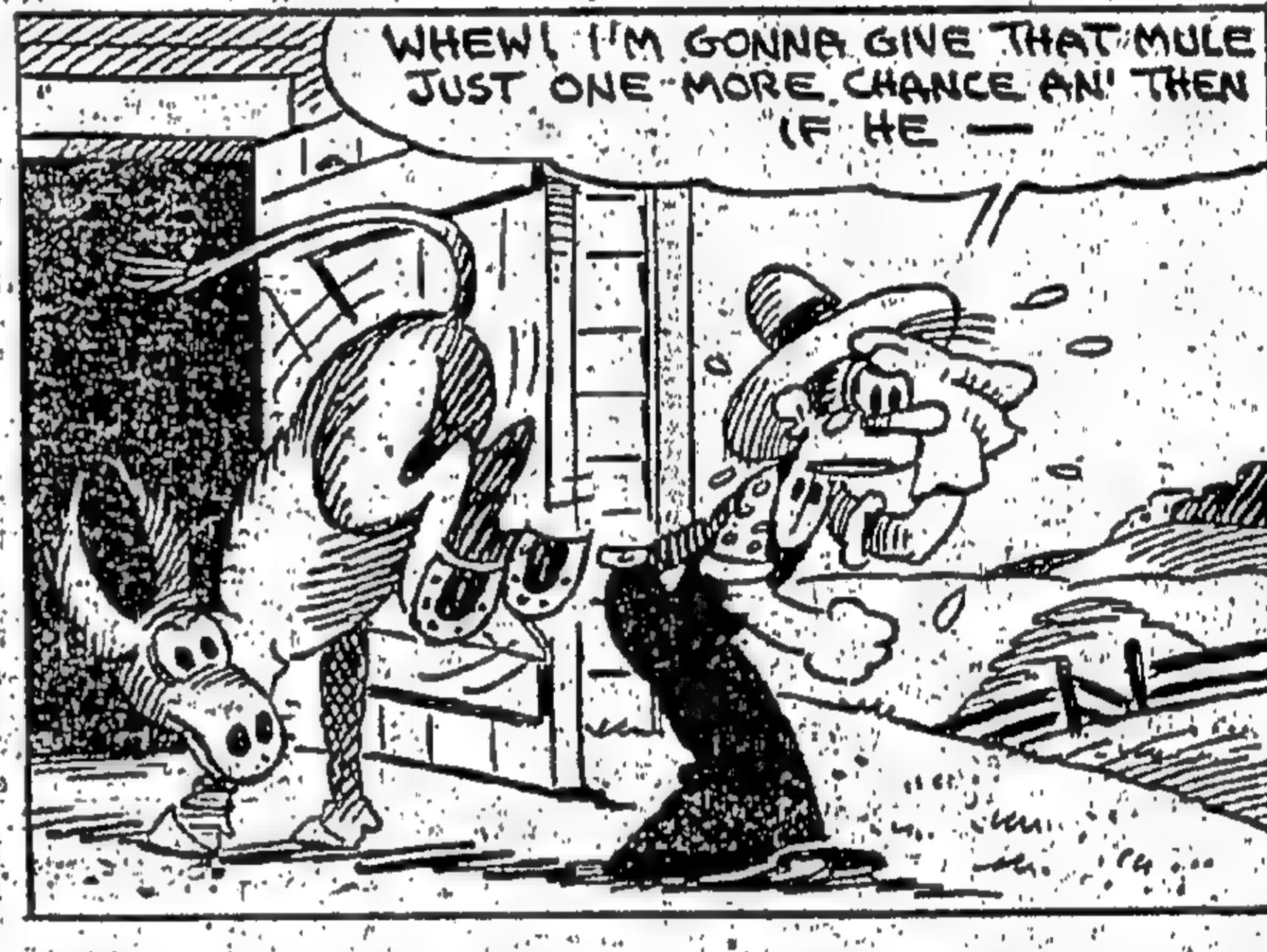
HECK! GUZ, THE OLD TIGHTWAD GAVE ME ONLY ONE WEEK'S VACATION 'STEAD O' TWO - MIGHT AS WELL START PACKIN' AN' GET ON MY WAY!



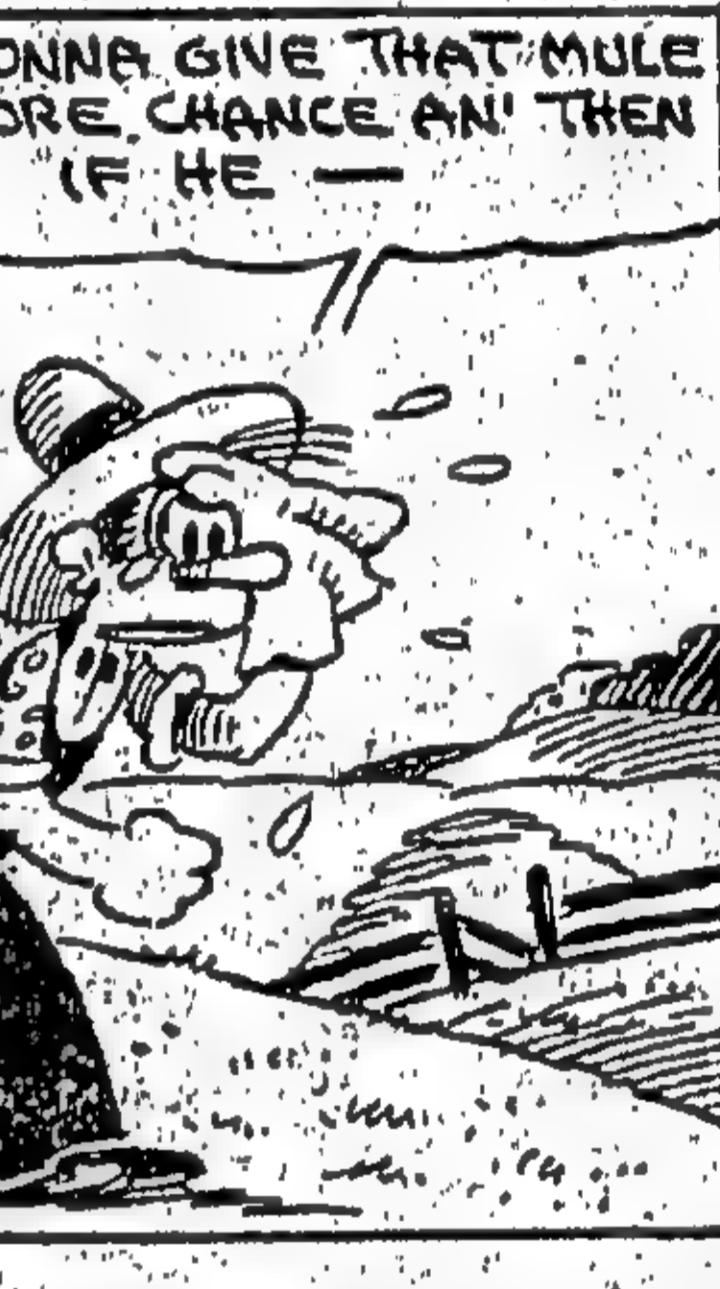
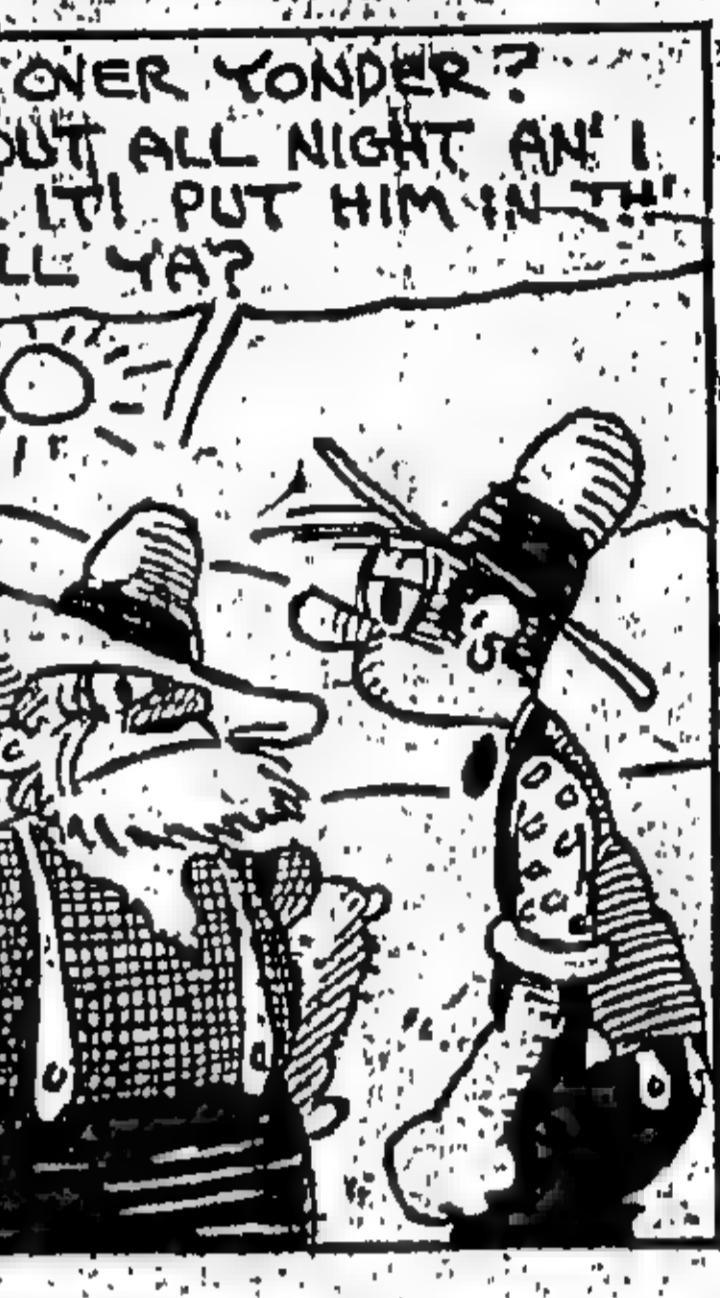
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SMALL

REG. U. S. PAT. OFF.

## THE SHINING TALENT.

By Eleanor Early.

## THIS WAS HAPPENED.

Molly Burnham, graduating from college, finds she's over-heated now, with young Jack Wells. Hard man, however, and poor as a church mouse. On Commencement day the Dean sends for her, to discuss her future. Molly has a decided bent for writing. But she's writing now, and that will be a whole lot sweater than trying to be a novelist or a poet.

Waiting in the Dean's office, she idly picks up a newspaper and reads on a editorial page she sees a bit of news about a girl whose ambition was thwarted by marriage.

Finally tears the paper, and sticks it in her vanity. Then she discusses her future with the Dean. First, the Dean offers her a splendid position in the literary world. Molly says that the means to be successful are not the ones she supposed the could also try her hand at writing.

The Dean smiles. "Oh, no," she says. "You cannot mix love and a career."

Then the Dean's eyes dimly discern her. Jack arrives to take his turn at the President's desk. That evening they paddle about on College Lake, and Jack makes love maddeningly.

"Oh, Jack," begs Molly, "I don't get married now. I love you so. And I don't care how poor we are!"

## CHAPTER II.

"Molly darling," Jack protested, "don't you know, dear, that I want to take care of my little girl? I want to have money to buy you pretty things. Fur coats, and dresses, and, and... things... all kinds of things. I couldn't let you scrimp and save, and worry about bills. I want to do things for you. And buy you things. I want to give you just everything I have."

He kissed her forehead.

"You see, dear," he told her simply. "I love you so."

She freed herself from his arms, and propped herself on her elbow.

"But, Jack," she cried, "that's just it. Stupid! You love me so. And I love you so. And then you go and talk about things. Stupid old things... Crazy old fur coats, and dresses... and things; What do I care about things? I want you!"

Suddenly she was crying.

"It's no good," she sobbed, "talking like that. Waiting, and waiting, and waiting. If you loved me, Jack Wells, half as much as I love you, you wouldn't think so darn much about things. You'd marry me. You know you would."

He drew her closer, muffling her voice on his shoulder.

"Sweetheart! That's not fair. You know it isn't. It's because I love you, Molly, that I can't marry you. You know that, don't you, dear?"

He turned her face, and kissed her streaming eyes.

"Look at me, Molly Burnham."

She wiped her tears away, childishly, with the back of her hand.

"Yes sir," she answered meekly. "And Jack... I'm an awful liar, dear. I know you love me more than anything."

"A million times more than anything," he supplemented. "More than anybody ever loved anybody before."

"And I love you more than that," he groaned. "It's not enough, Molly—this wanting you, I've got to be able to take care of you."

"But I'm not one who must have everything," she told him gently. "It's only you I want, dear."

He shot the canoe savagely through the water.

"You know I haven't a cent."

"Neither has Dick Godfrey," exulted Molly. "And he's not trying to make Claudia wait until she's an old woman."

"But Claudia Cabot's worth a fortune in her own right. You know there's no comparison," maintained Jack. "Incidentally, Godfrey's working with a bond house where the Cabot connexions will assure his success. And the old man's giving them their trip abroad."

"To say nothing of a house on Beacon street," added Molly. "And a Rolls for Claudia to run round in. It's not fair, is it, Jack?"

"You're darn right, it isn't," he agreed.

"Well, when do you think we can be married?" persisted Molly.

"Next year."

"Oh, but that's ages off!" she protested. "Listen, Jack—I'll get a job, and then we'll both save. And we can get married lots sooner."

He laughed then, as though she were a child, and he was humouring her.

"What could you do?" he demanded. "You couldn't earn more than enough to take care of yourself. You wouldn't be able to save a cent. And you'd have pretty tough sledding, besides."

"Anyhow, dear, you know your mother and father expect you to go home. Why, they'd be heartbroken if you didn't. You told me your father was going to buy you a car. You'll have a good time. And we'll write each other every day. A year isn't such a long time, honey. How'd you like to have your diamond before you go back? I guess I've got enough to buy my girl a pretty grand little sparkler. What do you say, Molly? Engaged girls always have a good time, don't they? Showers and parties and things."

"On, Jack, you don't understand." Molly interrupted petulantly. "You've just never lived in Snod-

## V.R.C. SWIMMING.

## PROGRAMME FOR THE NEXT NIGHT FETE.

The following is the draft programme for the V.R.C. night fete to be held next Friday:

- 220 Yards Free Style—Championship of the Colony.
- 100 yards Breast Stroke—Championship of the Colony.
- Diving—Championship of the Colony.
- 25 yards Dash Free Style—Open to the Colony.
- 50 yards Boys' Race—Handicap—Open to the Colony.
- 50 yards Ladies' Race—Handicap—Open to the Colony.
- 50 yards Members' Race—Handicap—Service Team Race—5 a side each to swim 50 yards.
- Members' Team Race—4 a side each to swim 50 yards.
- Water Polo—Scotland v. Wimmers of England v. Portugal Match.

Entries close at 6 p.m. on Monday.

We simply have to wait. That's all there is to it."

"But I've the unhappiest feeling," she persisted.

"Psych yourself out of it," he counselled. "Start thinking about how much we love each other. And how wonderful it's going to be. If you make up your mind you'll never stop loving me; why, nothing can happen, dear."

"Well if that's all there is to it," she conceded, "we'll be all right, because you know, honey, what my favourite little prayer is? I say it all the time. I mean I sing it."

"And sitting up, Molly began to sing. Her voice was throaty, and she sang with a sort of dusky tenderness:

"Fish got to swim and birds got to fly,

I got to love one man till I die,

Can't help lovin' dat man of mine,

Tell me he's lazy, tell me he's slow,

Tell me I'm crazy, maybe, I know,

Can't help lovin' dat man of mine..."

She was sitting up now, with her arms crossed on the pillow beneath her head, and her head flung back, so that her neck gleamed slender and white in the moonlight. Jack had begun to paddle.

"You're the most beautiful girl in the world," he whispered.

"And you're the stubbornest man!" she flashed.

She trailed her fingers on his wrists, and leaned toward him, and the fragrance of lilacs drifted from her hair across his face.

"Let's have a companionate marriage!"

Jack laughed. "Darling, you're cuckoo," he told her indulgently.

"Oh, is that so!" she flared.

She trailed her fingers on his wrists, and leaned toward him, and the fragrance of lilacs drifted from her hair across his face.

"Well, Rita Melnotte and Bob got married that way—so there. I didn't mean to tell you. Nobody's supposed to know. But it's true just the same. They've been married a year and a half."

"Maybe I'm awfully silly, Jack. But I tell you, dear, I feel very seriously about this. And I'm warning you that you'd better marry me quick as the Lord will let you. Or maybe, by and by, he won't let you."

Jack laughed.

"Oh, I'll have a raise pretty soon," he predicted. "And I don't believe the Lord does much messin' round with marriages, honey."

Molly shrugged her shoulders eloquently.

"You can never tell," she prophesied gloomily. "Most anything might happen."

"What?" he demanded. "What could happen, Molly?"

"Oh, I don't know." She spread her hands vaguely. "Most anything."

The canoe travelled swiftly down the silver road that the moon had made. And the paddle cleaved the waters like burnished blades. Jack sat very straight.

"Don't talk like that, darling!" he pleaded. "If anything ever happened that you didn't want to marry me!"

"But I do!" she cried. "I'm giving you your chance... now."

"And you know I can't take it," he groaned. "It's not enough, Molly—this wanting you, I've got to be able to take care of you."

"But I'm not one who must have everything," she told him gently.

"It's only you I want, dear."

He shot the canoe savagely through the water.

"You know I haven't a cent."

"Neither has Dick Godfrey," exulted Molly. "And he's not trying to make Claudia wait until she's an old woman."

"But Claudia Cabot's worth a fortune in her own right. You know there's no comparison," maintained Jack. "Incidentally, Godfrey's working with a bond house where the Cabot connexions will assure his success. And the old man's giving them their trip abroad."

"To say nothing of a house on Beacon street," added Molly. "And a Rolls for Claudia to run round in. It's not fair, is it, Jack?"

"You're darn right, it isn't," he agreed.

"Well, when do you think we can be married?" persisted Molly.

"Next year."

"Oh, but that's ages off!" she protested. "Listen, Jack—I'll get a job, and then we'll both save. And we can get married lots sooner."

He laughed then, as though she were a child, and he was humouring her.

"What could you do?" he demanded. "You couldn't earn more than enough to take care of yourself. You wouldn't be able to save a cent. And you'd have pretty tough sledding, besides."

"Anyhow, dear, you know your mother and father expect you to go home. Why, they'd be heartbroken if you didn't. You told me your father was going to buy you a car. You'll have a good time. And we'll write each other every day. A year isn't such a long time, honey. How'd you like to have your diamond before you go back? I guess I've got enough to buy my girl a pretty grand little sparkler. What do you say, Molly? Engaged girls always have a good time, don't they? Showers and parties and things."

"On, Jack, you don't understand." Molly interrupted petulantly. "You've just never lived in Snod-

## SIND RELIEF FUND.

## LIST OF FURTHER SUMS RECEIVED.

The secretary of the Sind Relief Fund Committee announces the following new donations:

Mr. S. H. Merchants Association	\$ 500.00
Zoroastrian Charity Fund	100.00
H. M. H. Nemzeti	25.00
Meers. K. S. Pavri	21.00
Meers. Lalchand and	
Gagandas	25.00
Meers. Yeo Tai Hong	20.00
Meers. Loong Tai Hong	20.00
Meers. Shun Tai Hong	20.00
Meers. E. D. Kotwall & Co.	10.00
Meers. J. P. Vasunia & Co.	10.00
Meers. D. H. Cooper	10.00
Mr. G. P. Daswani	10.00
A. Friend	10.00
Mr. H. S. Kavvana (Canton)	10.00
Mr. Manek Kavvana (London)	10.00

Total \$ 811.00

Previously acknowledged \$ 1,798.20

Grand Total HK Dollars \$ 2,609.20

The Canton News Agency states that Mr. Fan Ki-mo, Commissioner of Finance and Special Officer for the Finance Ministry, while in the capital, tendered his resignation to the latter post, which was accepted; but recently, the Ministry being unable to find a suitable person to fill the post, it has cabled Mr. Fan to resume the post until a successor has been appointed. It is understood that Mr. Fan has temporarily agreed to the request of the Ministry.

These offices have deposit boxes to let. London Bankers—National Provincial Bank.

Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION TRANSACTED.

F. M. ELBERG, Manager.

Hongkong, 15th May, 1929.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

SHOUT, SHORT, SHORE, SHARE, STARE, STARS, SEARS, SEALS, SELLS, YELLS.

A. P. D. 2

EXPERT MASSEUR.

Madame E. AKAI.

Madame H. MORITA.

125, Praya East, (1st floor).

Tel. No. C2181 Cures Rheumatism, Nervousness and all kinds of chronic ailments.

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates

to be obtained on application.

H. MOREL, Manager.

Hongkong, 11th September, 1929.

BANK OF CHINA.

SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF THE REPUBLIC OF CHINA ON THE MIND OF NOVEMBER, 1911.

Authorized Capital \$ 40,000,000.00

Paid-Up Capital \$ 15,778,000.00

Reserve Fund \$ 5,424,244.44

BANK OFFICE—YOKOHAMA.

Branches and Agencies at

Alor Star (Malaya)

Bombay (India)

Calcutta (India)

Chittagong (India)

Dakar (Africa)

Darwin (Australia)

Delhi (India)

Ernakulam (India)



SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC  
TO VICTORIA & VANCOUVER

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver

11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 25
Arrive	Oct. 31	Nov. 3	Nov. 6	Nov. 9	Nov. 18
Empress of Russia	Oct. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 29
Empress of Canada	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 29
Empress of Russia	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 13
Empress of Canada	Dec. 18	Dec. 31	Dec. 24	Dec. 26	Dec. 24
Empress of Canada	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Jan. 31
Empress of Russia	Feb. 12	Feb. 15	Feb. 18	Feb. 20	Mar. 1
Empress of Canada	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
Empress of Canada	Mar. 10	Mar. 24	Mar. 25	Mar. 27	Apr. 4
Empress of Russia	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 26
Empress of Canada	Apr. 30	May 3	May 6	May 8	May 17
Empress of Canada	May 15	May 18	May 20	May 22	May 30
Empress of Canada	June 4	June 7	June 10	June 12	June 21
Empress of Russia	June 22	June 25	July 1	July 3	July 12
Empress of Asia	July 1	July 13	July 15	July 17	July 25
Empress of Canada	July 23	July 25	July 29	July 31	Aug. 9
Empress of Russia	Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 23
Empress of Japan	Aug. 20	Aug. 23	Aug. 25	Aug. 28	Sept. 6
Empress of Asia	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
Empress of Canada	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
Empress of Russia	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Japan	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Asia	Oct. 20	Nov. 2	Nov. 4	Nov. 6	Nov. 14
Empress of Canada	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29
Empress of Russia					

Regular sailing hour Noon (E/Asia & E/Russia call at Nagasaki the day after departure from Shanghai.)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, & Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hongkong	Manila	Manila	Hongkong
Oct. 1, 5 p.m.	Oct. 3	Empress of Russia	Oct. 5
Oct. 22, 5 p.m.	Oct. 25	Empress of Asia	Oct. 27

CANADIAN PACIFIC EXPRESS  
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THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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AUSTRAL-CHINA NAVIGATION CO., LTD.

Service to Australia & South Sea Ports.

NEXT SAILING

S.S. "CALULU"

on SEPTEMBER 30th

For MANILA, ILOILO, RABAUL, SYDNEY, MELBOURNE & ADELAIDE.

Accommodation for 1st, 2nd class and Steerage Passengers is available.

For Freight and Passenger Information, please apply

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THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS.

Loading Direct For ROTTERDAM, AMSTERDAM, HAMBURG AND SCANDINAVIA

\*S.S. "SUMATRA" ... ... ... ... Loading about 18th October

M.S. "FOL MASA" ... ... ... ... 5th November

M.V. "SHANTUNG" ... ... ... ... 18th November

\*Also loading direct for Trieste.

SHANGHAI, JAPAN PORTS and VLADIVOSTOCK.

M.S. "FORMOSA" ... ... ... ... 30th September

M.V. "SHANTUNG" ... ... ... ... 17th October

For further particulars apply to the Agents

GILMAN & CO., LTD. G. E. HUYGEN.

Hongkong. Canton.



FRENCH MAIL STEAMERS.

Sailings from Hongkong.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti, Aden, Suez, Port Said.

ANGERS ... 8th Oct. ANDRE LEBOU ... 8th Oct.

G. METZINGER ... 22nd Oct. PERTHOS ... 22nd Oct.

ANDRE LEBOU ... 5th Nov. CHENONCEAUX ... 5th Nov.

PERTHOS ... 19th Nov. ATHOS II ... 19th Nov.

CHENONCEAUX ... 3rd Dec. D'ARTAGNAN ... 3rd Dec.

ATHOS II ... 17th Dec. ANGERS ... 17th Dec.

D'ARTAGNAN ... 31st Dec. SPHINX ... 31st Dec.

ANGERS ... 14th Jan. G. METZINGER ... 14th Jan.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port Said or Djibouti.

COMMERCIAL LINE.

From DUNKIRK Hamburg, Rotterdam, (Antwerp):

For full particulars, apply to: Cie. des MESSAGERIES MARITIMES.

Telephones: C. 651 & 740. 3, Queen's Building.

LONG-RANGE FLYING.

COSTES AND BELLONTE ATTEMPT RECORD.

Le Bourget, Sept. 27. The airman Costes took off at 8.20 for Siberia in an attempt on the world's record for a long-distance nonstop flight.

Costes is accompanied by Bellonte.

HOPES TO REACH TOKYO.

Costes' machine has a six-horsepower engine, and carries 5,200 litres of petrol. He intends to fly about nine thousand kilometres, and remain in the air about fifty hours. He hopes to reach Tokyo—Reuter and Hars.

OBLIGED TO LAND.

Paris, Sept. 27. The airmen De Marnier and Favereau engaged on an attempt on the non-stop flying record were obliged to land near Tunis, having lost their way in the darkness.

REUTER.

[A message from Le Bourget on Sept. 25 stated that, flying in a monoplane with a 600 horsepower engine, and carrying 4,270 litres of petrol, the French airmen De Marnier and Favereau took off at 6.55 a.m. in an attempt to beat the world's record for a straight-line flight. The route was to be from Marseilles to Tunis, the Nile valley and Mozambique.]

ON LIGHT MACHINE.

Le Bourget, Sept. 27. Van Candenbergh again started at 7.15 for Dakar.—Reuter.

[A Le Bourget message of Sept. 26 stated that, flying a forty horsepower monoplane, the airman Van Candenbergh took off in an attempt to beat the world's record for a straight-line flight. The route being via Madrid, Agadir and Villa Cisneros; but he had to return owing to a petrol leak.]

MANSLAUGHTER CASE.

MARKE FOKI COMMITTED FOR TRIAL.

Lo Chol, a folk of the Mongkok Poultry market who is alleged to have killed another folk by hitting him over the head with a clove, was yesterday committed by Mr. T. S. Whyte Smith at the Kowloon Magistracy to take his trial at the next sitting of the Criminal Sessions.

It will be remembered that medical evidence was given to the effect that the deceased had a skull which was transparent and like tissue paper.

In his defence the accused denied that he struck the deceased but stated that he threw the clog at the other folk.

His Worship remarked that it was a pity the defendant had made that statement as it was clear from the evidence that he had struck the deceased. The evidence for the prosecution had all been in his favour.

Detective Inspector Fallon intimated that he thought the defendant had been taught to put up that defence by some of the "hard cases" in gaol.

In committing the defendant his Worship remarked that Dr. Dové had stated that any pub or jar might have caused the fracture of the deceased's skull but there was evidence that the defendant had struck the other folk.

THIRTY-YEAR TERM.

MAN WHO PLOTTED AGAINST MUSSOLINI.

Rome, Sept. 27.

A special Tribunal for the Defence of the State had sentenced to thirty years' imprisonment Cesare Rossi, a former Fascist leader, on a charge of conspiring to stir up rebellion in Italy, seeking the assassination of Signor Mussolini. Rossi was decoyed to Italy from Lugano last year by a woman—Reuter.

THE HATRY CASE.

CHARGES OF FORGING SCRIP CERTIFICATES.

London, Sept. 27. There was a crowded court at the Guildhall, when the hearing was continued of charges against Hatry, and three associates.

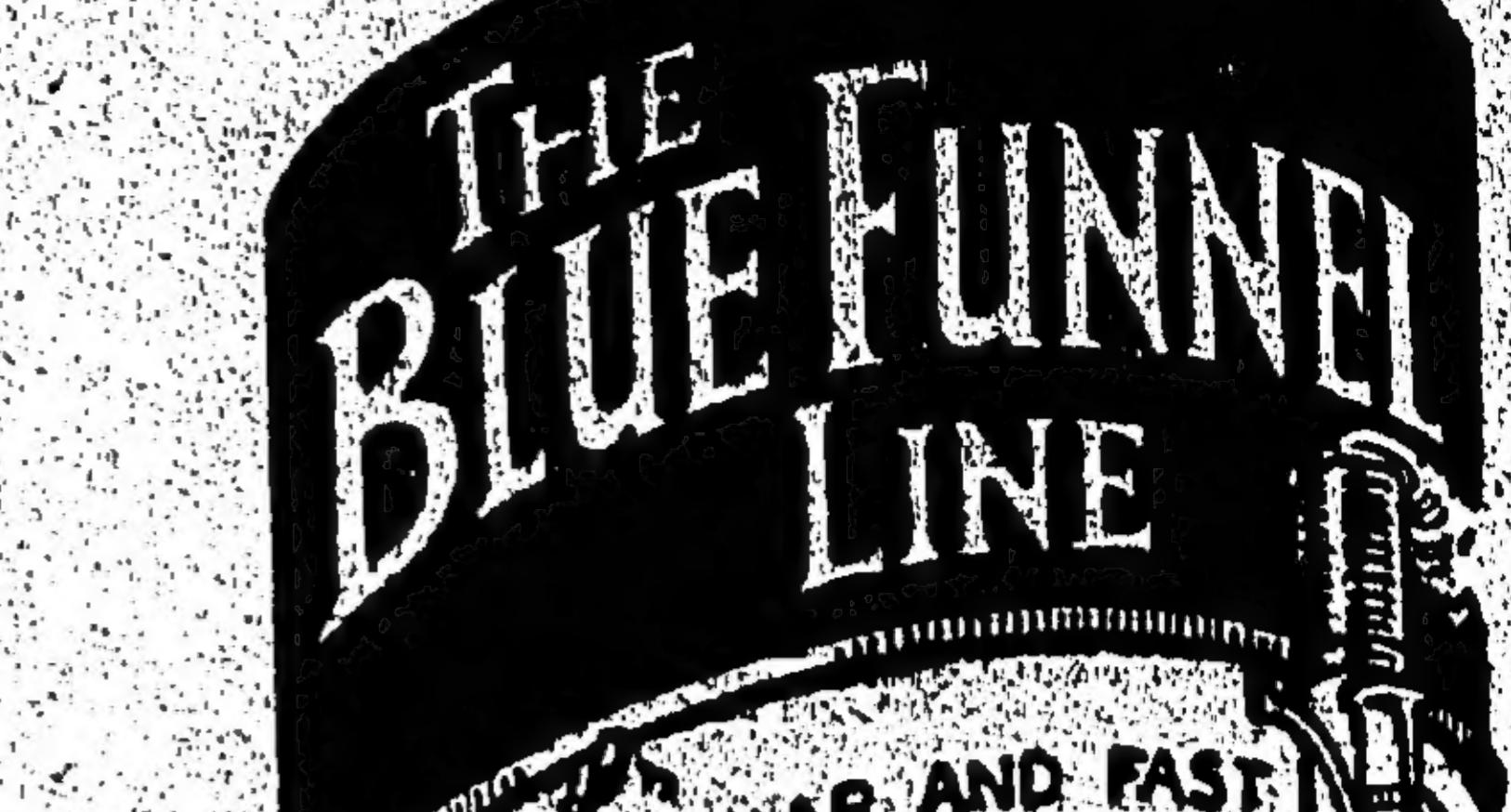
The prosecution stated that Corporation and General Securities Limited, of which Hatry was deputy chairman, Daniels managing director, Tabor manager and Dixon secretary, had issued in the city a Wakefield Loan of \$750,000, the issue being fully subscribed in January, after which the authority of the company to issue the Wakefield Loan ceased; but six months later the defendants, who were then hard pressed for money, committed "a shocking fraud" by fabricating scrip certificates for \$400,000 of Wakefield stock and induced Mr. Russell, chairman of the Porchester Trust Limited, to accept this worthless scrip as security for \$300,000, which the Porchester Trust lent the defendants' other company, the Austin Friars Trust.

Further charges would be made against the defendants for forging and uttering scrip certificates of Corporation stock of Wakefield, Gloucester and Swindon to the amount of at least \$900,000.

The defendants were remanded for a week, ball being refused.

A voluntary statement by Hatry was read, admitting irregularities and declaring that he was primarily responsible; and that neither he nor his co-directors had personally benefited. Indeed, they had lost everything themselves.—Reuter.

[The prominent financier Clarence Hatry, and three associates, Edmund Daniels, John G. Dixon, and A. E. Tabor, were charged at the Guildhall on September 21 with conspiracy to obtain \$209,141 by false pretences. This is the outcome of the sensational collapse last week, already fully cabled, in the value of shares in companies sponsored by Hatry. The four defendants were remanded, ball being refused.]



LONDON SERVICE

"HECTOR"	1st Oct.	Miles: London, R'dam & G'row
"MENELAUS"	1st Oct.	Miles: London, R'dam & H'burg
"AENEAS"	28th Oct.	Miles: London, R'dam & G'row

LIVERPOOL SERVICE	20th Oct.	Genoa, Havre, L'pool & G'row
"GANGA"	20th Nov.	Genoa, Havre, L'pool & G'row

"AUTOLYCUS"	20th Nov.	Genoa, Havre, L'pool & G'row
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## CONSIGNEES' NOTICE.

THE EAST ASIATIC CO. LTD.  
COPENHAGEN.

The Motor Vessel,  
"AFRIKA"  
having arrived, consignees of cargo  
are hereby informed that all goods  
are being landed and placed at their  
risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong  
and Kowloon Wharf & Godown Co.,  
Ltd., where delivery can be obtained  
as soon as the goods are landed.

No claims will be admitted after  
the goods have left the Godowns and  
all goods remaining undelivered after  
the 4th October, 1929, 4 p.m.  
will be subject to rent.

All broken, chafed and damaged  
goods are to be left in the Godowns,  
where they will be examined by  
Messrs. Anderson & Ash on the 2nd  
October, 1929, at 10 a.m.

All claims against the vessel must  
be presented to the Undersigned  
before the 7th October, 1929, or they  
will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned  
by JOHN MANNERS & CO. LTD.,  
Agents.  
Hongkong, 27th September, 1929.

## THE BEN LINE STEAMERS.

From MIDDLESEBRO, ANTWERP,  
THE STRAITS and MANILA.  
The Steamship,

"BENBROCH"  
Consignees of cargo are hereby informed  
that all goods are being landed  
at their risk into the hazardous  
and/or extra hazardous Godowns of  
The Hongkong and Kowloon Wharf  
and Godown Co., Ltd., whence and/or  
from the wharves delivery may be  
obtained.

No claims will be admitted after  
the goods have left the Godowns,  
and all goods remaining undelivered after  
the 30th Sept., will be subject to  
rent.

All claims against the steamer must  
be presented to the Undersigned on or  
before the 14th October, 1929, or they  
will not be recognized.

All broken, chafed, and damaged  
Goods are to be left in the Godowns,  
where they will be examined by  
Messrs. Anderson & Ash on the  
28th Sept., at 10 a.m. by  
Messrs. Goddard and Douglas.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned  
by GIBB, LIVINGSTON & CO. LTD.,  
Agents.  
Hongkong, 22nd Sept., 1929.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING  
FROM 238 TO £120—ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Taiyo Maru ..... Wednesday, 16th Oct.

Tenyo Maru ..... Wednesday, 30th Oct.

SEATTLE, VICTORIA via Shanghai & Japan Ports

Mishima Maru ..... Monday, 21st Oct.

Iyo Maru ..... Monday, 4th Nov.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via  
Singapore, Penang, Colombo & Suez

Haruna Maru Calls Hull ..... Saturday, 5th Oct.

Kamo Maru ..... Saturday, 19th Oct.

SYDNEY & MELBOURNE via Manila & Ports

Aki Maru ..... Wednesday, 23rd Oct.

Kaga Maru ..... Wednesday, 20th Nov.

BOMBAY via Singapore, Panang & Colombo

Tottori Maru ..... Monday, 30th Sept.

Awa Maru ..... Friday, 11th Oct.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu

Los Angeles, Mexico & Panama

Ginyo Maru ..... Tuesday, 29th Oct.

SOUTH AMERICA (EAST COAST) via Singapore

Capetown & Ports

Hakata Maru ..... Monday, 21st Oct.

NEW YORK, BOSTON, HAVANA via Panama

Toba Maru ..... Tuesday, 1st Oct.

Lisbon Maru ..... Thursday, 10th Oct.

LIVERPOOL via Port Said, Constantinople

Genoa & Marseilles

Lima Maru ..... Saturday, 12th Oct.

CALCUTTA via Singapore, Penang & Rangoon

Genoa Maru ..... Wednesday, 9th Oct.

SHANGHAI, KOBE & YOKOHAMA

Tama Maru (Moji Direct) ..... Tuesday, 1st Oct.

Atsuta Maru ..... Tuesday, 1st Oct.

Malacca Maru (Direct Fusan) ..... Saturday, 5th Oct.

Kashima Maru ..... Monday, 14th Oct.

Cargo only.

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For further information apply to: NIPPON YUSEN KAISHA

Tel. Central Nos. 292, 3897 and 3821. (private exchanges to all Depts.)

INDO CHINA STEAM  
NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Chaksang Yatshing Kwaisang Waishing	Sun. 29th Sept at 10 a.m. Wed. 2nd Oct at 10 a.m. Sun. 6th Oct at 10 a.m. Wed. 9th Oct at 10 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Yuenang Suisang Kumsang Hosang	Wed. 2nd Oct at 10 a.m. Thurs. 17th Oct at 10 a.m. Fri. 25th Oct at 7 a.m. Wed. 6th Nov at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Kutsang Namesang	Fri. 4th Oct at 3 p.m. Mon. 14th Oct at 3 p.m.
TO SANDAKAN	Hinsang Mausang	Wed. 2nd Oct at 3 p.m. Thurs. 10th Oct at 10 a.m.
TO TIENTSIN via WEI-HAI-WEI Chaochang & NEWCHWING	Chipshing	Fri. 4th Oct at noon Sun. 20th Oct at 10 a.m.

For freight or passage apply to:

JARDINE, MATHESON & CO., LTD.

Telephone 215. Central

General Managers

## CONSIGNEES' NOTICES.

SERVICES CONTRACTUELLES DES  
MESSAGERIES MARITIMES.

The Steamship,

"GENERAL METZINGER"  
Arrived Hongkong on Tuesday,  
the 24th September 1929.

From MARSEILLES she is also bringing  
through cargo from LA PAICE, BORDEAUX, COGNAC, etc. ex. "M. FORMINX" and "ROLLON".

Consignees of cargo by the above  
named steamer are hereby informed  
that their goods with the exception  
of Opium, Treasure and Valuables  
are being landed and placed at their  
risk in the Godowns of the Hongkong  
and Kowloon Wharf & Godown Co.,  
Ltd., where delivery can be obtained  
as soon as the goods are landed.

No claims will be admitted after  
the goods have left the Godowns and  
all goods remaining undelivered after  
the 4th October, 1929, 4 p.m.  
will be subject to rent.

All broken, chafed and damaged  
goods are to be left in the Godowns,  
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Messrs. Anderson & Ash on the 2nd  
October, 1929, at 10 a.m.

All claims against the vessel must  
be presented to the Undersigned  
before the 7th October, 1929, or they  
will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned  
by JOHN MANNERS & CO. LTD.,  
Agents.

Hongkong, 27th September, 1929.

CHINA'S AVIATION  
OUTLOOK.

(Continued from Page 8.)

down enroute for petrol and oil.  
Secondly, there are times of the  
year when strong winds blow from  
the North for weeks at a time, the  
machines must have a high speed  
to combat this. I suggest a speed  
somewhere around 130 to 140 miles  
per hour. Thirdly, it is unreasonable  
to suppose that China wants  
to expend large sums of money on  
numerous types of machines, this is  
unecological unless the amount of  
any one particular kind of work to  
be done justifies it. It follows that  
the machines must be capable of  
aerial fighting with front and back  
guns, bombing, and when I say  
bombing I mean with various  
weight ranges of bombs, recon-  
naissance work, army co-ope-  
ration work, wireless work and  
photographic survey. In other  
words, the machine that will give  
the best results in China is the  
type that is known as the General  
purpose machines.

## COMMERCIAL AVIATION.

There must be many business  
houses in different parts of China  
who frequently have to use tele-  
grams owing to slowness of mails,  
and if they knew that a letter  
would be delivered in Shanghai 24  
hours after posting in Hongkong,  
they would save the cost of that  
telegram.

It is therefore reasonable to as-  
sume that China needs commercial  
air lines. Is this need increased  
owing to any conditions peculiar to  
China? I contend that it is; because  
of the lack of surface trans-  
port. Hongkong is fortunate in  
being on the coast and having a  
reasonably frequent boat service  
to the North and South; but even  
Hongkong is six days from Hankow  
which is only 600 miles away as the  
crow flies. Surely a transport service  
that can only offer 100 miles per  
day to either mails or passengers  
should be superseded by some  
method more modern. Think of it;  
Hankow is within a very com-  
fortable day's aerial travel.

Starting Air Lines.

To begin with we must investi-  
gate present methods of transporta-  
tion and centres of business. Having  
got all our information together  
we take map, and plot the pro-  
posed air lines. It is then neces-  
sary to send experts over these  
routes by whatever means of sur-  
face transport is available. They  
will eventually return and make  
their report.

So as not to waste time while  
these investigations are proceeding,  
the organising manager, or who-  
ever may be in charge of developing  
the scheme, is negotiating with  
weather experts and wireless ser-  
vices, as these are most essential  
parts of a reliable and safe aerial  
service.

When all this has been done, the  
organisers are in a position to place  
before the Government proposals  
which will cover a detailed schedule  
of services, information as to what  
assistance will be required from  
wireless and meteorological ser-  
vices, and plans for establishing  
aerodromes at the most important  
places along the route with  
emergency landing grounds in  
between. It may be found that the  
route can best be planned to follow  
a river or chain of waterways and  
lakes, in this case the scheme be-  
comes more simple as aerodromes  
and emergency landing grounds can  
be dispensed with, and the river  
used as a landing and taking off  
place for seaplanes or flying boats.

In these proposals will also be  
included details of the best types  
of aircraft.

Just think what this would mean  
to China. Instead of having the

## ENGLISH LITERATURE.

PROPOSED LOCAL BRANCH  
OF ASSOCIATION.

## THE BOTNIA PIRATES.

CHIEF OFFICER REMOVED  
TO THE MOUNTAINS.

Shanghai, Sept. 27.

A report from Hatchow says  
that pirates have carried Mr.  
Westherheim, Chief Officer of the  
proposed Hongkong Branch of the  
constituent meeting on Monday  
next. The meeting is to be held  
in the Cathedral Hall, at 5.30 p.m.  
It is hoped that those who are in-  
terested in English Literature or  
linguistic questions, will turn up  
to the meeting, and enroll as mem-  
bers.

If your native language is Eng-  
lish you will join the Association  
because you are interested in your  
native language, and you may wish  
to preserve it from corruption or  
to embellish it with novelties.

If your native language is Chinese  
you will join the association be-  
cause you have in English an inter-  
national language, and a universal  
literature, which are of unique  
serviceability and easy accessibility  
to every enterprising Chinese in  
Hongkong. If your native language  
is neither English nor Chinese,  
but you find yourself a resident of  
this colony, you will join the association  
because you are in circumstances  
to which the English language is  
the key and English literature the  
lamp.

It is difficult to imagine anything  
more inclusive than English literature.  
"Here is God's Plenty" said  
Dryden about the morning star  
of English poetry. And what he  
said about English literature as true  
right down to Chesterton. Contrived

of machines to be used, with a clear  
explanation of why this particular  
type is the best. Details of staff  
will also be outlined, and last but  
not least, will come the estimated  
capital required and yearly operational  
costs for the proposed ser-  
vices. Against this, will be set off  
the estimated yearly income.

Government's Part.

So far I have only dealt with the  
operating company's part in the  
establishment of aerial services.  
The Government has a part to play,  
and a very important part too.  
They have got to lay down the Air  
Navigation Laws for the country.  
At the present time there are  
practically no Air Navigation Laws  
in China, at least I have been un-  
able to discover any.

If all these things are done and  
the Government and local provincial  
organisations give reasonable  
support to the air line proposals,  
safe and fast aerial services can be  
established throughout China during  
the next two or three years.

All this costs money, but then  
China is a very large country with  
ample resources waiting to be de-  
veloped, so there is no reason why  
the necessary capital should not be  
forthcoming. I think to start with,  
a company with \$20,000,000 capital  
should do the work wonders, if  
properly administered. That is a  
large sum, but if my calculations  
are correct it is only five cents per  
head of the population. Also, it  
is certainly a far smaller sum than  
would be required to establish a  
network of railways.

It is then the Government's res-  
ponsibility to make the Chinese  
people "air-minded". The best  
method of attaining this would be  
the establishment of flying clubs  
throughout China. They would  
have to receive Government as-  
sistance in the early years, but  
the results would be well worth  
attaining, that the money would be  
soundly spent.

Just think what this would mean  
to China. Instead of having the

slowest communications in the  
world, she would have the fastest.

Her air lines would open up her  
interior from which unlimited ex-  
ports could be obtained, and instead of  
being as the order of the day.

Proposed Routes.

Following the use of aircraft,  
which today is non-existent, except  
for two or three Government factor-  
ies which only turn out one or two  
machines a year. Thousands would  
find lucrative employ-  
ment and by their work would  
make work for many more.

All this costs money, but then  
China is a very large country with  
ample resources waiting to be de-  
veloped, so there is no reason why  
the necessary capital should not be  
forthcoming. I think to start with,  
a company with \$20,

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Hongkong.**LOCAL CHAMPIONS BEAT MALAYA PAIR**

Above are seen S. A. and H. D. Rumjahn, the Colony's champions, with Lim Bing-so and John Lin, the Malaya pair, who met in the final of the doubles contest in connexion with the China Athletic Association's tennis tourney. The Hongkong couple won by three sets to one after a keen match. (Photo: Mee Cheung).

**KUINKIANG SCANDAL COMMENT.****ARMED RIOTS AT MANILA.****SNATCHER GIVEN MAXIMUM.****CHINESE PRESS MINIMISE THE AFFAIR.****MILITARY & POLICE CALLED OUT.****CAUGHT AFTER VICTIMISING TELEPHONE GIRL.****FACTS DISTORTED.****FULL STORY OF AFFRAY ON MILITARY PIER.****CLEVER TRICK FAILS.**

Canton, Sept. 27. The extraordinary facility of the Chinese press for turning any incident to the advantage of the Chinese is illustrated in the comment on the Kukkiang affair in which a Russian subject, Mr. Anderson, an officer of the Chinese Maritime Customs, was sentenced to two years' imprisonment by the Chinese court for supposedly accepting bribes from opium smugglers.

The Canton papers of yesterday printed a long message from the Kuo Min News Agency in which it was stated that many foreigners in Kukkiang have tried to interfere with the authorities there merely to "save face". The agency says it was very fortunate under the circumstances that the Chinese court remained firm, otherwise Anderson might have got off with a light sentence.

News from Kukkiang states that Anderson was sentenced by the court after a statement by the prosecution; no witnesses were called, and no statement allowed for the defence.

The Chinese press here reports that Anderson was only sentenced after a long and detailed trial, during the course of which he fully admitted the offence.

The newspapers further state that foreigners are trying to cause an unnecessary fuss over this affair to hold up as an example every time the question of extra-territorial rights is brought up.

Anderson will be remembered by many residents in Canton, having served here in 1925-1926 in the C. M. Customs.—Our Own Correspondent.

**SCOTTISH CO. OF H.K.V.D.C.****ARRANGEMENTS FOR THE HALLOWEEN DINNER.**

At a recent meeting of the Scottish Company of the H.K.V.D.C. it was decided to celebrate Hallowe'en in the usual way, by having a dinner at Corps Headquarters on Thursday October 31st.

It was suggested that the dinner be looked upon as a re-union of past and present members of the Company, and in view of this, it was decided to invite past members to participate in this function as though they were members, with the privilege of inviting guests. It is hoped that all past members of the Company, now in the Colony, will avail themselves of this opportunity of perpetuating the spirit of their old Company.

Uniform will be worn by officers only, other members adopting dinner dress instead of the conventional uniform as on past occasions.

Arrangements are now in hand, and to facilitate the work, it is requested that reservations be made as early as possible, by applying to the Hon. Secretary, Mr. A. N. Braude, H. K. Telephone Company.

Five Chinese members of the Tascalusia's crew: Lou Ching-chow, Ah Hal, Chang Ah-ze, Ah Wang, and Sang Wo-ling, taken to the Philippine General hospital.

**NINE ARRESTS.**

Nine Chinese were arrested and sent to the Luneta police station for grilling, along with some of the ship's officers and other witnesses.

The affair, one of the most serious on police records, started when a Chinese member of the tanker's crew started down the gangplank to go ashore. Chinese seamen are not allowed ashore without passes. He presented a pass to Macaraig, the customs guard, at the gangplank. The pass was dated the day before, and Macaraig refused to let the man pass.

Hot words ensued, and the Chinese was pushed back on the ship. Shipmates came to his assistance, and they rushed the gangplank. The fight then started.

More Chinese poured out from the ship and assistance came from every side at the pier. Brown, the special police on guard at the pier entrance, came rushing up and joined the fray, as did other customs guards. Fist fighting, hair pulling, knife work, general utility of anything that came in handy was in order in his fight.

**Huge Crowd Gathers.**

The noise soon attracted a large crowd. People thought it was a fire. Opportunely, there were a few tons of one-inch bolts about 20 inches long, lying open on the pier, so there was plenty of armament for everybody.

Most of the wounds inflicted were said to be from the liberal use of these, which made handy clubs.

There were 38 Chinese members of the crew, altogether, who are

said to have joined the fray. When the military and the police arrived, in response to urgent emergency calls, the fight began to go against the Chinese and the fray was soon quieted.

Major Clarence H. Tingle, Assistant Superintendent of the Army Transport Service, was in the thick of the fight. When Brown, an old-timer in the Philippines, fell with his head split open, Tingle was on the spot and was reported to have ward off a blow aimed at Brown which probably would have killed him. Major Tingle emerged from the fray with a scratch.

The Chinese steward on the ship was credited with being the only one to give assistance to Major Tingle in quelling the disturbance.

John Storm, first officer of the Tascalusia, and her master, P. W. Trout, told the police all they knew about the disturbance.

**Police and Military.**

With the view of insuring peace on the pier Colonel Gregorio Alcid, acting police chief of Manila, detailed police guards on the pier. Hereafter persons who have no business on the pier will not be allowed to loaf around the premises. This is necessary, according to Chief Alcid, to avoid unnecessary crowds and trouble in the pier.

The first Battalion of the 31st Infantry, first on the scene, was later relieved with a detachment from the second battalion from Estada Mayor, and the military police were put in charge of the situation supported by the detachment of the second battalion. Both units remained on duty throughout the night.

[A telegram since received states that nine of the Tascalusia's crew were fined 20 pesos each for disturbing the peace.]



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